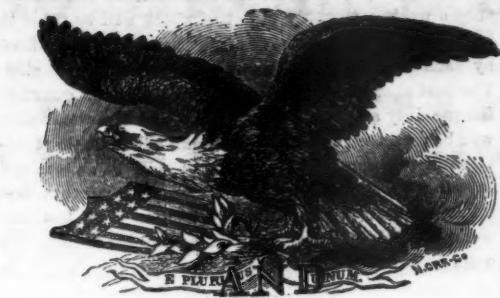


ARMY



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OUR ASIATIC POLICY.

INDIFFERENT as the approaching struggle for Central Asian supremacy may seem to us, it has unusual interest as a measurement of strength, on that Continent, which attracts the eye of the commercial world as never before, and between the two avowed rivals of our own country for Asiatic commercial supremacy. We say "the two" rivals, because France, despite her Cochinchina conquests, her insular possessions and her few coastwise footholds, is really not to be reckoned as of importance in this great Asiatic problem—England effectually crushed her Oriental pretensions, in driving her from India.

The essential difference between our Asiatic policy and that of England and Russia, lies in the fact that the former aims simply at commerce, the latter at conquest—the former shuns, while the latter seeks, territorial aggrandizement. And, after all, this is the secret of the success of our Chinese and Japanese diplomacy thus far. Conscious of a purely commercial purpose in our dealings with those countries, and being able to show from our record that we had no territorial designs upon the Eastern Hemisphere, we have succeeded thus far better than European nations possessing double our advantages. But for the late war, and the crippling of our commerce by the English privateers, our commercial success would have been ten years in advance of what it is to-day.

The Central-Asian question will, by its issue, decide in great measure the relative strength of England and Russia in Asia, and, accordingly, show us our own path more clearly. As our policy looks to preserving the integrity of the Chinese Empire, as well as of the Japanese, and as that integrity is threatened more or less decidedly by both Great Britain and Russia, the preliminary contest of those Powers in Central Asia will be at once interesting and instructive. The bold occupation of Turkestan, ending in the capture of Bokhara, transfers to Muscovite control the whole valley of the Amoo or Oxus; or, in other words, it carries the Russian arms substantially to the frontiers of Afghanistan. Between the Asiatic possessions of the great European rivals lies the broad zone of Persia and Afghanistan, and the immediate strife seems to be for preponderance of influence there. In this matter, Great Britain has taken the initiative, and Lord Mayo's recent transactions with Shere Ali, on the one hand, and, on the other, Mr. Eastwick's proposition, that instead of (or, perhaps, besides?) furnishing arms and funds to the Afghans, Persian relations should be transferred to the India Office, and English officers sent to drill the Persian troops, show conclusively that England does not intend to be taken unawares.

Meanwhile, of course, Russia makes her usual announcement that she "does not mean anything" by the war upon Bokhara, which was one of "absolute necessity," and suggests that Afghanistan remain as "neutral" ground. We all know what it means, in national policy, to be "neutral."

Russia, in one view, is more directly antagonistic to us, in her Asiatic policy, than Great Britain. Thus far, her mania for southerly aggression has been insatiable, and only comparable to those fierce crusades from the North which overthrew the Roman Empire. So long as Turkey and Turkestan are the food of this desire, it is a matter of indifference to us—but when it comes to divesting the Chinese Empire of its Tartar dependencies, and threatening the conquest of China itself, it becomes another matter. Our policy, on the contrary, is set down in our treaty with China, and it forbids the idea of allowing China and Japan to be swallowed by European Powers.

The leverage which we may rely upon, however, against any such Russian designs, is that which is furnished by China herself in her swarming populations, now brought under the influences of modern civilization. Instead of Russia invading China, we shall more likely see China invading Russia—peacefully, and in pursuit of occupation. The myriads of that fecund race let loose by the breaking down of the old anti-emigration theories, are spreading westward as well as eastward, and Mongolian influence will soon neutralize Muscovite even in Russian possessions, and Russia, like ourselves from a similar influx of Chinese population, will eventually find her true interest to be opposite to her present policy—that is, she will no longer seek to conquer but to control; she will encourage immigration, and seek to build up race relations between the Chinese of her own possessions and those of the Empire—she will seek, in other words, to become a good friend, neighbor, and customer of China, instead of a conqueror. At least, let us hope so, for Russia and America have never yet differed in policy or come to blows.

Great Britain, on the other hand, never can have such future prospects regarding China. She is now almost the mistress of Chinese trade, and by her magnificent railroad, steamship, and telegraphic enterprise in India, she seeks to perpetuate her enormous superiority. Our late diplomatic successes in China and Japan, the Pacific Railroad, the Pacific steamers, the Chinese immigration in America, all things of the present, and the Russo-American telegraph and the Isthmus Ship-Canal, things of the near future, will diminish the English commercial supremacy in time. Our commercial marine, also, will probably receive some fostering legislation from Congress. Our little East Indian trade was sadly checked by the Anglo-rebel cruisers—though, under similar circumstances, "it shall go hard but we will better the instruction." We do not forget that by the Indian railroads and her contemplated trans-Asiatic railroads, England is determined to neutralize the Pacific Railroad so far as Asiatic trade is concerned; still more important is it, therefore, that the Isthmus Canal shall be constructed forthwith. The American policy in Asia is precisely the same as everywhere else, namely, to encourage independence, freedom from colonial condition, and to look favorably upon the autonomy of all Asiatic peoples, wherever they may be—from Hindostan to Siberia. The influences of modern civilization are all, for-

tunately for us, in the direction of national independence instead of subjugation to foreign yokes.

In the late expedition against the Indians who made the Kansas raids both this season and last, a half-dozen or so are reported as killed. Let the satirical philosophers who have found by a close study of closet statistics that "it takes a million dollars to kill an Indian," please put this item of half a dozen million down on the credit side of Army expenses for the year. This matter of "the cost of killing Indians" has been such a source of amusement to the philosophers in question, that we would like to add M. LEROY-BEAULIEU's investigations to the same stock of sardonic reflection. That writer says, in an article in the *Revue Nationale*, that in the wars carried on from 1853 to 1866, one and three-fourths millions of men were killed, and that it cost something over a thousand pounds *per caput* to kill them. We doubt if "Indian-killing" is really more expensive than this. Let the satirists put this in their calumet, and smoke it.

The letter which we publish elsewhere, on the subject of the change in the names of our naval vessels, is an authoritative statement of the reasons for that change. It was no mere caprice which led to the adoption of the new nomenclature, but a desire to get rid of names which were very puzzling to our simple Jack Tars, and to restore to the Navy names which have an historical right to a place in our Navy Register. Still, it is unfortunate that any change should have been found necessary. After following the history of a naval vessel from the stocks, and having her identity thoroughly fixed in one's mind, it is perplexing to find her turning up under a new name. However, time will accustom us to these new titles, though we are sorry to lose some of the old, which we do not think have been improved upon.

ONE of the "Minor Items," men of the *New York Times*, who has been studying his geography, makes the remarkable discovery that in Southern Alaska, in the latitude of 60 degrees north, the sun sets altogether for a portion of the year, and for the rest of the time remains obstinately above the horizon. We don't wonder that the Russians, who found their affairs thus openly exposed to the gaze of the world, for half the year round, should have been anxious to get rid of Alaska at any price. As their capital city, St. Petersburg, is in precisely this latitude, 60 degrees north, it must, according to this sagacious writer, be open to the same objections, and can, no doubt, be purchased on equally favorable terms.

A FOREIGN contemporary says that M. CHASSEPOT, the inventor of the renowned-rifle bearing his name, is "setting up a hotel in Nice." To affirm of a man that "he can keep a hotel," is, in modern parlance, to pronounce a high eulogy upon his talents and mercantile abilities; and in this sense we should say that M. CHASSEPOT's success was beyond doubt. That he will reap new laurels as hotel proprietor, is pretty certain; and if it require as much genius to feed as to fight a body of men, his present occupation is certainly commensurate with his acquired fame. That his new "breech-loaders" will be as excellent as his old, and less deadly, we may assume; who knows but he will introduce into his hotel a *Chasse-pot au feu* which will double his reputation?

THE ARMY.

THE commanding officers of Companies D and F, Fourteenth Infantry, will report to the commanding officer of the detachment of the Fourteenth Infantry under orders to proceed to Louisville, Ky.

BREVET Major-General W. H. Emory, colonel Fifth Cavalry, by general orders No. 1, Headquarters District of the Republican, and of the Fifth U. S. Cavalry, Fort McPherson, Nebraska, July 9, 1869, assumes command of the District of the Republican, in pursuance of Department orders No. 42. Brevet Captain R. H. Montgomery, adjutant Fifth U. S. Cavalry, will, in addition to his duties as adjutant of the regiment, act as assistant adjutant-general of the District.

THE Secretary of War orders that hereafter no volatile oil be issued or used for illuminating forts and quarters at military posts. The Subsistence Department will continue to issue the established allowance of candles; and for the illumination of posterns, guard-rooms, officers' quarters, and such other parts of military posts not provided for in the ration, the necessary candles or fixed oil will be provided and issued by the Subsistence Department. The lanterns for the use of these candles, or oil, in such places, will be furnished by the Quartermaster's Department upon special requisitions.

BEFORE a garrison Court-martial, Private Fred. C. Walker, detachment Fourteenth Infantry, was tried on the charge of "Disobedience of Orders." This trial being illegal, has been annulled, by the command of Brevet Major-General Cooke, commanding Department of the Cumberland, and the sentence will not be carried into effect. Disobedience of orders being a "capital" offence, its trial by a garrison court-martial is not authorized by the 99th Article of War. It is "capital," because an offence specified in an Article of War, which authorizes capital punishment. Offences of greater magnitude than in this case, can well be tried by the inferior courts-martial, as "conduct to the prejudice of good order and military discipline." In fact, in this particular case, the offence of which the prisoner was found guilty, viz. "leaving garrison after being refused permission," is not disobedience of orders.

IN order that the officers serving in the Military Division of the Missouri may be as thoroughly informed as possible in regard to the portions of the country in which they are stationed, or through which they may be required to travel, general local maps of all parts of the command are, from time to time, issued from the engineer office at headquarters. The maps available for issue are as follows: Territory of the United States, west of the Mississippi, by Engineering Department, scale, 1 inch to 47 miles; Nebraska and Dakota, by General Warren, 1 inch to 19 miles; Montana and Dakota, by Captain Reynolds, 1 inch to 19 miles; Kansas, by Colonel Merrill, 1 inch to 19 miles; Colorado and Utah, by Colonel Merrill, 1 inch to 19 miles; Indian Territory, [to be superseded] by Engineer Department, 1 inch to 24 miles; New Mexico and Arizona, by Engineer Department, 1 inch to 24 miles. As far as possible every officer will be supplied with a copy of the local map of his vicinity, and every post with a copy of the general map, showing the Military Divisions of the Missouri and Pacific. All officers are directed to forward promptly to department headquarters any changes, additions or corrections, however slight, to the official maps of their vicinity, that they may always give the latest and best information of the country they represent. Copies of any local maps made by civilians should be forwarded when they can be obtained.

By orders from the Headquarters Department of California, the post adjutants of Yerba Buena and Alcatraz Islands, Point San Jose and the Presidio, and the regimental adjutant of the Twelfth Infantry, will report at headquarters Tuesdays and Fridays of each week, at 10:30 A. M., for instruction in the general service code of the signal manual, with a view to connecting their posts by flag signals with headquarters of the department, under the supervision of the acting signal officer of the department. The commanding officers of Yerba Buena, Angel and Alcatraz Islands, will each detail two, and the commanding officers of the Presidio and Point San Jose three reliable, intelligent enlisted men, to report Mondays and Thursdays of each week, at 10:30 A. M., to the acting signal officer of the department, at headquarters, for instruction in the general service code of the signal manual, with a view to preparing them for signal service of the headquarters and their posts. Orders have also been issued by the general commanding, directing that hereafter post commanders will have prac-

tise at target shooting, for the men of their commands, once a week, a monthly report of which will be made to headquarters, giving size of target, number of shots fired by each man, distance, name of best and worst shot. The best shot will be excused from a tour of guard or fatigue duty after each practise-day, and the worst shot will be presented at company parade with a leather medal, colored green. The worst shot will be ascertained by after practise, at reduced distances from that first taken, until every man hits the target. The last and worst hit will be worst shot. It is intended to have this order enforced by post commanders.

IN accordance with orders from Headquarters Department of California, June 29, 1869, Companies A, G, E, I, and K, Fourteenth Infantry, proceeded, on Tuesday, July 6th, under command of the senior officer, to Louisville, Kentucky. The headquarters and Companies B, K, and G, Ninth Infantry, will proceed via steamer and rail, to their destination in the Department of the Platte. Captain William E. Appleton and Second Lieutenant E. R. Theller will, by direction from division headquarters, remain until further orders—the former at Angel Island, and the latter in San Francisco. Companies A, E, G, and K, Twenty-first Infantry, under command of the senior officer of the detachment, were to take the steamer of the 26th instant for Drum Barracks, en route to their stations, as indicated by General Orders, No. 31, current series, Department of California, and Company G, Twelfth Infantry, by the same steamer, to Drum Barracks, en route to its station at Camp Colorado, A. T., under charge of the senior officer. It will accompany the detachment of the Twenty-first Infantry as far as Fort Yuma, California, from which point it will take water transportation. All enlisted men in the harbor of San Francisco awaiting transportation to their companies in Southern Arizona, will be sent to report to the commanding officer of this detachment, and will accompany it to Arizona. Brevet Captain Greenleaf Cilley, first lieutenant First Cavalry, will join Company D, Eighth Cavalry, and conduct it to its destination. He will take with him such men as he can find belonging to Companies A, D, and G, Eighth Cavalry, and M, First Cavalry. Brevet Major-General George Stoneman, colonel Twenty-first Infantry, with the regimental headquarters and band, was ordered, July 20th, to proceed to Drum Barracks, California, and take command of that post and depot, and the District of Arizona—composed of the Territory of Arizona and the three southern counties of California. Brevet Major-General Frank Wheaton, lieutenant colonel Twenty-first Infantry, in command of Companies H and C, will conduct them, en route to their posts, as far as Fort Whipple, Arizona, of which post and depot he will take command, and also of the sub-districts heretofore known as the Sub-districts of Prescott and Upper Colorado to be called the sub-district of Upper Arizona. Brevet Brigadier-General Thomas C. Devin, lieutenant-colonel Eighth Cavalry, has been ordered to take command of the post and depot of Camp Lowell, Arizona, and of the Sub-districts of Tucson and Verde—to be called the Sub-district of Southern Arizona. Lieutenant-Colonel George W. Wallace, Twelfth Infantry, on being relieved by Brevet Major-General Stoneman in command of the post and depot at Drum Barracks, California, is ordered to proceed to Fort Yuma, California, and take command of the post and depot and the District of the Lower Colorado—hereafter to be known as the Sub-district of the Lower Colorado. Major David R. Clendenin, Eighth Cavalry, has been ordered to Camp Goodwin, Arizona, to relieve Brevet Colonel Milton Cogswell, major Twenty-first Infantry, who will proceed to Camp McDowell, Arizona, and relieve Brevet Brigadier-General A. J. Alexander, major Eighth Cavalry, in command at that station and the Sub-district of the Verde. Brevet Brigadier-General Alexander, on being relieved, will proceed to New Camp at the Toll Gate, Arizona, and assume command thereof. Commanders will not limit the movements or operations of scouting parties to any geographical lines, but hunt the enemy wherever he can be found. The District of Arizona and the sub-districts therein, are designated as such only for the purpose of promptly operating with troops, and to give the senior officer the supervision thereof; and the revision of such estimates, requisitions, applications, reports, etc., as are required under existing orders to pass through the sub-district and district commanders.

THE following officers are registered at Headquarters Department of Louisiana, for the week ending July 10, 1869: Brevet Captain Archibald Bogle, first lieutenant Twenty-fifth U. S. Infantry; Brevet Captain George K. Spencer, second lieutenant Nineteenth U. S. Infantry; Captain John W. French, Twenty-fifth U. S. Infantry; Second Lieutenant Samuel K. Thompson, Twenty-fifth U. S. Infantry.

ABSTRACT OF SPECIAL ORDERS

(Issued from the Adjutant-General's Office for the week ending July 19, 1869.)

Tuesday, July 13th.

By direction of the Secretary of War, Colonel Henry B. Carrington, U. S. Army, is hereby authorized to draw commutation of fuel and quarters while on duty at Indianapolis, Indiana, as a witness before the Commission appointed under the Act of March 29, 1867, to ascertain the amount of moneys expended by the State of Indiana in connection with certain State forces used in suppression of rebellion, provided he has not been furnished in kind or commutation thereof elsewhere.

By direction of the Secretary of War, so much of Paragraph 1, Special Orders No. 39, February 16, 1869, from this office, as directs that the pay proper of First Lieutenant W. H. Hick, Fourth U. S. Cavalry, be stopped until the United States be reimbursed in the amount of \$2,312 73 the money value of subsistence stores found to be deficient at Fort McKavett, Texas, when he was acting commissary of subsistence at that post, is hereby suspended until the result of an investigation ordered by instructions of March 12, 1869, from this office, with a view properly and justly to fix the entire responsibility for the losses, shall be reported and acted on by the proper authority.

Brevet Captain George D. Hill, first lieutenant U. S. Army, is hereby authorized to draw advance mileage from Plattsburg, New York, to the station to which he may be assigned to duty by the Commissioner of Indian Affairs.

Captain G. B. Carse, Forty-fifth U. S. Infantry (Veteran Reserve Corps), will, at his own request, await orders.

First Lieutenant George S. Grimes, Twenty-fifth U. S. Infantry, is, at his own request, hereby relieved from his present duties, and will proceed to his home and await orders.

First Lieutenant M. O. Coddington, Thirteenth U. S. Infantry, is hereby relieved from his present duties, and will, at his own request, proceed to his home and await orders.

Wednesday, July 14th.

On the receipt of this order, the following named superintendents (recently appointed) will repair to, and assume charge of, the National Cemeteries set opposite their respective names: John Maloney, Andersonville, Georgia; Joseph Gearing, Philadelphia, Pennsylvania; John G. Voss, Beaufort, South Carolina; Henry C. Lacy, Barrancas, Florida; P. P. Carroll, Port Hudson, Louisiana.

First Lieutenant J. B. Hanson, U. S. Army, is hereby authorized to draw one month's pay and allowances in advance, and advance mileage from Danvers, Massachusetts, to his station in New Mexico Territory, to which he has been assigned to duty by the Commissioner of Indian Affairs.

Thursday, July 15th.

The commanding generals of military departments on the frontier will furnish such military protection and escort as may be necessary to the members of the Commission upon Indian Affairs in their tour of inspection of the Indian tribes upon reservations, about to be made by sub-committees of said commission.

Leave of absence for six months, to take effect as soon as he shall have turned over the command of Fort Ellis, Montana Territory, to the commanding officer of the battalion of Cavalry ordered to take post there, is hereby granted Major R. S. La Motte, Thirteenth U. S. Infantry.

Permission to delay complying with letter of instructions from this office, of March 23, 1869, directing him to join his regiment, is hereby granted Second Lieutenant R. M. Washington, Ninth U. S. Cavalry, for fifteen days.

The leave of absence granted Second Lieutenant T. M. Fisher, Twenty-third U. S. Infantry, in Special Orders No. 43, March 11, 1869, from Headquarters Military Division of the Pacific, is hereby extended four months.

By direction of the Secretary of War, so much of Paragraph 11, Special Orders No. 151, June 23, 1869, from this office, as authorized Brevet Brigadier-General James A. Ekin, lieutenant-colonel and deputy quartermaster-general, to act as quartermaster-general during any future absence of the quartermaster-general until further orders, is hereby revoked.

By direction of the Secretary of War, Brevet Brigadier-General J. C. McFerran, lieutenant-colonel and deputy quartermaster-general, is hereby authorized to act as quartermaster-general during any absence of the quartermaster-general, until further orders.

Paragraph 19, Special Orders No. 152, June 24, 1869, from this office, is hereby revoked and the following substituted: The leave of absence granted Second Lieutenant William V. Wolfe, U. S. Army, in Special Orders No. 136, June 9, 1869, from Headquarters Fifth Military District, is hereby extended thirty days.

A Board of Examination having found Captain James A. Hopkins, Thirty-fifth U. S. Infantry, incapacitated for active service, and that said incapacity results from habitual intemperance for the last two years, so much as to render him palpably inefficient and unfit for military service, the President directs that in accordance with Section 17 of the Act of Congress, approved August 3, 1861, he be wholly retired from the service, with one year's pay and allowances, and that his name be henceforward omitted from the Army Register.

Friday, July 16th.

By direction of the Secretary of War, leave of absence for six months, with permission to go beyond sea, is hereby granted First Lieutenant Joel H. Lyman, U. S. Army.

Brevet Major T. H. Hay, first lieutenant U. S. Army, is hereby authorized to draw two months pay and allowances in advance and two hundred dollars advance mileage, under the order of the Commissioner of Indian Affairs assigning him to duty in Washington Territory. The following-named officers are hereby detailed to

execute the duties of Indian agents under and by authority of the Act of Congress organizing the Indian Department, approved June 30, 1834. They will report by letter, without delay, to Hon. E. S. Parker, Commissioner of Indian Affairs, Washington, D. C., for assignment to duty and for instructions: Captain Appleton D. Palmer, U. S. A.; Captain W. H. Merrill, U. S. A.; Captain R. N. Fenton, U. S. A.; Captain F. E. Grossman, U. S. A.; Captain O. C. Knapp, U. S. A.

Saturday, July 17th.

The superintendent General Recruiting Service, Cincinnati, O., will forward, without delay, under charge of proper officers, all disposable recruits at Newport Barracks, Ky., to the Thirtieth U. S. Infantry, by the following designated route: Omaha, Nebraska, by the cheapest route, and from thence to Corinne on the Union Pacific Railroad, from which point they will be marched to such a post occupied by the Thirtieth U. S. Infantry as may be designated by the commanding general Military Division of the Missouri.

The superintendent General Recruiting Service, New York City, will forward, without delay, under charge of proper officers, all disposable recruits at the depots to the Thirtieth U. S. Infantry, by the following designated routes: 100 recruits via the Chicago and Northwestern Railroad to Sioux City, Iowa, and from thence by boat to Fort Buford, Dakota Territory. The balance by the cheapest route to Omaha, Nebraska, and from thence to Corinne, on the Union Pacific Railroad, from which point they will be marched to such a post occupied by the Thirtieth U. S. Infantry as may be designated by the commanding general Military Division of the Missouri.

The superintendent Mounted Recruiting Service, Carlisle Barracks, Pa., will forward, without delay, a detachment of 100 recruits, under charge of proper officers, to Fort Ellis, Montana Territory (via Corinne on the Union Pacific Railroad), for assignment to Companies F, G, H and L, Second U. S. Cavalry.

The leave of absence granted Brevet Captain H. H. Crews, first lieutenant Nineteenth U. S. Infantry, in Special Orders No. 129, June 26, 1869, from Headquarters Department of Louisiana, is hereby extended ten days.

The extension of leave of absence granted Captain D. M. Sells, Forty-first U. S. Infantry, in Special Orders No. 123, May 23, 1869, from this office, is hereby further extended thirty days.

The leave of absence granted Brevet Brigadier-General John J. Milhau, Surgeon, in Special Orders No. 156, June 30, 1869, from Headquarters Department of the South, is hereby extended ten days.

The leave of absence granted Brevet Lieutenant-Colonel J. B. Mulligan, captain Nineteenth U. S. Infantry, in Special Orders No. 125, June 21, 1869, from Headquarters Department of Louisiana, is hereby extended forty days.

The resignation of the following-named officers have been accepted by the President, to take effect from the dates set opposite their respective names, on condition that they receive no final payments until they shall have satisfied the Pay Department that they are not indebted to the United States: Assistant Surgeon H. S. Schell, brevet lieutenant-colonel U. S. Army, July 10, 1869. Second Lieutenant George A. Garretson, Fourth U. S. Artillery, January 1, 1870.

The leave of absence granted First Lieutenant A. B. Bache, Fifth U. S. Cavalry, on surgeon's certificate of disability, in Special Orders No. 108, June 4, 1869, from Headquarters Department of the Platte, is hereby extended sixty days.

Monday, July 19th.

The following-named officers are hereby relieved from duty in the First Military District, and will proceed to their homes and await orders: Major John M. Goodhue, U. S. A.; Captain D. D. Vanvalzah, U. S. A.; First Lieutenant W. J. Kyle, U. S. A.; First Lieutenant Elias H. Parsons, U. S. A.; First Lieutenant J. W. Whitten, U. S. A.; First Lieutenant Andrew M. Trolinger, U. S. A.; First Lieutenant Wharton White, U. S. A.; Brevet First Lieutenant F. E. Town, second lieutenant U. S. A.; Second Lieutenant Eugene Pickett, U. S. A.

The following-named officers are hereby relieved from duty in the First Military District, and will report in person, without delay, to the commanding general Fourth Military District, Jackson, Mississippi, for assignment to duty: Brevet Colonel L. C. Bootes, major U. S. A.; Captain E. H. Liscum, U. S. A.; Captain Emel Adam, U. S. A.; Captain J. F. Randlett, U. S. A.; Captain J. M. Hamilton, U. S. A.; Captain Kenelm Robbins, U. S. A.; Captain Henry E. Hazen, U. S. A.; Brevet Major G. Von Blucher, first lieutenant U. S. A.; First Lieutenant Edwin C. Gaskill, U. S. A.; First Lieutenant William J. Dawes, U. S. A.; First Lieutenant L. M. O'Brien, U. S. A.; First Lieutenant J. S. Appleton, U. S. A.

The following-named officers, awaiting orders, will report in person, without delay, to the commanding general Fourth Military District, Jackson, Mississippi, for assignment to duty: Brevet Major T. H. Logan, first lieutenant U. S. A.; First Lieutenant William Quinton, U. S. A.; Brevet Captain A. Wishart, first lieutenant U. S. A.; First Lieutenant George H. Palmer, U. S. A.; First Lieutenant W. H. Campion, U. S. A.; Brevet Major Placidus Ord, first lieutenant U. S. A.; First lieutenant J. B. Johnson, U. S. A.

By direction of the President, Brevet Major W. M. Quimby, U. S. A. (retired), is hereby relieved from his present assignment to duty, and will proceed to his home should he so desire.

Brevet Major-General R. O. Tyler, lieutenant-colonel and deputy quartermaster-general, is hereby assigned to duty as Chief Quartermaster at Headquarters Military Division of the South.

The leave of absence granted First Lieutenant E. W. Ward, Fifth U. S. Cavalry, in Special Orders No. 131, July 5, 1869, from Headquarters Department of the Platte, is hereby extended forty days.

Leave of absence until August 30, 1869, is hereby granted Brevet Brigadier-General J. Irwin Gregg, colonel Eighth U. S. Cavalry.

Upon expiration of the leave of absence, on surgeon's

certificate of disability, granted him in Special Orders No. 153, June 25, 1869, from this office, Brevet Second Lieutenant James B. Mackall, Corps of Engineers, will report in person to the commanding general District of New Mexico, for assignment to duty.

ARMY PERSONAL.

THE President has appointed Theodore H. Eckerson, (son of an officer) to a cadetship at West Point.

BREVET Lieutenant-Colonel H. R. Wirtz, surgeon, is announced as medical director of the Department of the Columbia.

BREVET Lieutenant-Colonel C. T. Alexander, surgeon U. S. Army, has been assigned to duty as chief medical officer of the District of New Mexico.

ASSISTANT Surgeon P. F. Harvey, U. S. Army, has been assigned to duty as post surgeon at Shreveport, Louisiana, to take effect from the 12th of June, 1869.

FIRST Lieutenant Thomas F. Riley has been ordered to report for duty to the commanding officer of the Twenty-first Infantry, until his application for assignment thereto can be acted on.

BREVET Brigadier-General Daniel McClure, assistant paymaster-general, is announced as chief paymaster of the Military Division of the South, and as in charge of the Depot of New Orleans.

LEAVE of absence for twenty days, with permission to apply to Division Headquarters for an extension not to exceed sixty days, has been granted Brevet Colonel S. B. M. Young, captain Eighth Cavalry.

LEAVE of absence for twenty days, with permission to apply to higher authority for an extension of forty days, was granted Brevet Major-General C. H. Smith, U. S. Army, colonel Nineteenth Infantry, July 15th.

HAVING completed the duties imposed upon him by Special Orders, Brevet Major John H. Page, captain Third U. S. Infantry, is ordered to return, without delay, to his station at Camp Supply, Indian Territory.

THE Retiring Board of officers assembled at Fort Leavenworth, Kansas, of which Brevet Brigadier-General W. H. Siddell is president, has been dissolved, and the officers composing it ordered to join their proper stations.

BREVET Major-General J. P. Hawkins, captain and commissary of subsistence U. S. Army, is announced as chief commissary of subsistence in the Department of the Lakes, relieving Brevet Colonel R. Macfeely, major and commissary of subsistence U. S. Army.

BREVET Brigadier-General James Totten, lieutenant colonel and assistant inspector-general U. S. Army, has been relieved from duty at the Headquarters Department of the East, and will repair to Louisville, Ky., and report to the commanding general Military Division of the South.

ACTING Assistant Surgeon Orasmus Smith, U. S. A., has been ordered to accompany a detachment of the Tenth U. S. Infantry, at Greenville Barracks, Louisiana, as medical officer of Brownsville, Texas, returning to New Orleans, and reporting to the Medical Director of the Department.

By General Orders No. 59, War Department, July 14th, Lieutenant Charles Hay, late of the Thirty-sixth Infantry, but left out in the consolidation, has been assigned to the Twenty-third U. S. Infantry, serving in the Department of the Columbia. He is at his home in Ohio at present.

BREVET Captain Henry Meinell, first lieutenant Third U. S. Artillery, has been relieved from duty as a member of the general court-martial of which Brevet Major-General N. A. Miles is president, and Second Lieutenant H. W. Hubbel, Jr., First U. S. Artillery, is detailed in his place.

FIRST Lieutenant E. B. Hubbard, U. S. A., will, after arriving at the post of the company of Twenty-first Infantry, which he accompanies to Arizona—unless he is assigned to a company in that Territory—return to San Francisco, California, and report to the Headquarters Department of California.

To enable him to comply with the requirements of paragraph 1 of Special Orders No. 153, current series, from the Headquarters of the Army, Brevet Major William Russell, Jr., second lieutenant Fourth Cavalry, is relieved from duty as acting assistant adjutant general Department of Louisiana.

LEAVE of absence for twenty days, with permission to apply to the Adjutant-General of the Army, through Headquarters Military Division of the Missouri, for an extension of six months, has been granted Brevet Lieutenant-Colonel Henry Inman, captain and assistant quartermaster U. S. Army.

BREVET Brigadier-General B. C. Card, captain and assistant quartermaster was, July 13th, ordered to proceed to Forts Harker and Phil Sheridan, Kansas, on duty connected with his department, and under such special instructions as he may receive from the chief quartermaster of the Department of the Missouri.

ACTING Assistant Surgeon T. M. Ames will accompany Company G, Twelfth Infantry, to Camp Colorado, A. T., and, on arrival, will report to the commanding officer for duty at that post, relieving Acting Assistant Surgeon B. West, who will report to the commanding officer Sub-district of Upper Colorado, for field duty.

A GENERAL Court-martial was ordered to convene at Drum Barracks, California, July 6th. Detail for the Court: Lieutenant-Colonel George W. Wallace, Twelfth U. S. Infantry; Brevet Major-General F. Wheaton, lieutenant-colonel Twenty-first U. S. Infantry; Brevet Lieutenant-Colonel R. F. O'Beirne, captain Twenty-first U. S. Infantry; First Lieutenant J. F. Cluley, Twenty-first U. S. Infantry; First Lieutenant E. B. Hubbard, U. S. Army. Brevet Lieutenant-Colonel A. Hartuff, assistant surgeon U. S. Army, is appointed Judge-Advocate.

ARMY GAZETTE.

HEADQUARTERS OF THE ARMY, ADJUTANT-GENERAL'S OFFICE, WASHINGTON, July 14, 1869.

General Orders No. 59.

I. By direction of the President, the following transfers to fill vacancies in the Infantry arm are hereby announced:

AS CAPTAINS.

J. McL. Hildt, late Third Infantry, to Third Infantry.
J. F. Kent, late Third Infantry, to Third Infantry.
J. S. Poland, late Second Infantry, to Sixth Infantry.
E. C. Woodruff, late Seventh Infantry, to Twelfth Infantry.
W. G. Rankin, late Thirty-first Infantry, to Thirtieth Infantry.
A. M. Brown, late Twenty-fourth Infantry, to Thirtieth Infantry.
G. H. Higbee, late Eleventh Infantry, to Thirtieth Infantry.
J. H. Bradford, late Twenty-sixth Infantry, to Twenty-second Infantry.
J. L. Smyth, late Tenth Infantry, to Twenty-third Infantry.

AS FIRST LIEUTENANTS.

R. G. Heiner, late Twenty-ninth Infantry, to First Infantry.
James Kennington, late Eleventh Infantry, to Fifth Infantry.
W. H. Male, late Thirty-sixth Infantry, to Fifth Infantry.
G. Barrett, Jr., late Twenty-sixth Infantry, to Tenth Infantry.
J. Wagner, late Twenty-ninth Infantry, to Tenth Infantry.
J. P. Story, Jr., late Thirty-fourth Infantry, to Twelfth Infantry.
J. R. Mulliken, late Fourth Infantry, to Twelfth Infantry.
F. H. Dibble, late Twenty-second Infantry, to Twelfth Infantry.
E. H. Totten, late Thirty-fourth Infantry, to Thirtieth Infantry.
W. M. Waterbury, late Nineteenth Infantry, to Thirtieth Infantry.
T. B. Lawson, late Twenty-first Infantry, to Thirtieth Infantry.
G. M. Bascom, late Seventeenth Infantry, to Thirtieth Infantry, vice Coddington, relieved at his own request.
W. S. McCaskey, late Twenty-second Infantry, to Twentieth Infantry.
T. J. Elliott, late Twenty-second Infantry, to Twentieth Infantry.
W. T. Dodge, late Seventh Infantry, to Twenty-first Infantry.
F. J. Dunn, late Eleventh Infantry, to Twenty-second Infantry.
P. G. Wood, late Fifth Infantry, to Twenty-second Infantry.
R. P. Strong, late Seventh Infantry, to Twenty-second Infantry.
G. M. Fleming, late Eleventh Infantry, to Twenty-fifth Infantry.
Jacob Paulus, late Twenty-seventh Infantry, to Twenty-fifth Infantry, vice Grimes, relieved at his own request.

AS SECOND LIEUTENANTS.

J. Stommel, late Forty-third Infantry, to Third Infantry.
E. H. Bogardus, late Fourth Infantry, to Fourth Infantry.
N. Burbank, late Thirty-seventh Infantry, to Fifth Infantry.
D. G. Risley, late Forty-second Infantry, to Sixth Infantry.
C. E. Campbell, late Forty-second Infantry, to Sixth Infantry.
A. R. Egbert, late Twenty-first Infantry, to Eighth Infantry.
J. S. King, late Thirty-first Infantry, to Twelfth Infantry.
J. C. Currier, late Twenty-first Infantry, to Twelfth Infantry.
W. H. Sloan, late Eleventh Infantry, to Twelfth Infantry.
C. H. Leonard, late Thirty-first Infantry, to Thirtieth Infantry.
W. A. Newton, late Thirty-fourth Infantry, to Thirtieth Infantry.
W. H. Bower, late Forty-fifth Infantry, to Thirtieth Infantry.
P. Fitzpatrick, late Forty-third Infantry, to Thirtieth Infantry.
T. W. Lord, late Forty-third Infantry, to Twentieth Infantry.
J. A. Yekiey, late Forty-fourth Infantry, to Twentieth Infantry.
John Bannister, late Forty-third Infantry, to Twentieth Infantry.
E. Turnock, late Seventeenth Infantry, to Twentieth Infantry.
F. H. E. Ebbstein, late Eighteenth Infantry, to Twenty-first Infantry.
J. E. Macklin, late Thirty-first Infantry, to Twenty-second Infantry.
Charles Hay, late Thirty-sixth Infantry, to Twenty-third Infantry.
J. W. Tanfield, late Seventeenth Infantry, to Twenty-third Infantry.
P. T. Bodrick, late Twenty-fifth Infantry, to Twenty-third Infantry.
F. Taylor, late Second Infantry, to Twenty-fifth Infantry.

II. By direction of the President, the following-named second lieutenants of Infantry, now awaiting assignment, are hereby transferred to the cavalry and artillery arms:

TO THE CAVALRY.

Frank U. Robinson, late Nineteenth Infantry, to Second Cavalry.
Wm. F. Hall, late Nineteenth Infantry, to Fifth Cavalry.
P. F. Barnard, late Fourth Infantry, to Fifth Cavalry.
C. C. De Rudlo, late Second Infantry, to Seventh Cavalry.
W. L. Ledgerwood, late Eighteenth Infantry, to Eighth Cavalry.
Thomas B. Reed, late Twenty-ninth Infantry, to Ninth Cavalry.
D. G. Swalm, late Thirty-fourth Infantry, to Tenth Cavalry.

TO THE ARTILLERY.

John Pope, Jr., late Twenty-sixth Infantry, to First Artillery.
J. A. A. Robinson, late Seventeenth Infantry, to First Artillery.
Nathaniel Wolf, late Thirty-fourth Infantry, to Second Artillery.
A. W. Greely, late Thirty-sixth Infantry, to Second Artillery.
Adalbert Fell, late Twenty-first Infantry, to Second Artillery.
A. T. Abbott, late Twenty-eighth Infantry, to Third Artillery.
Charles Sellmer, late Second Infantry, to Third Artillery.
G. D. Jennings, late Twenty-first Infantry, to Third Artillery.
H. R. Anderson, late Sixth Infantry, to Fourth Artillery.
George M. Harris, late Tenth Infantry, to Fourth Artillery.
George E. Sage, late Nineteenth Infantry, to Fifth Artillery.

III. The officers herein named will report without delay, by letter, to the colonels of their regiments for assignment to companies, and those not now on duty will join their posts. Those who are assigned to temporary duty will be ordered to their companies by the commanders of departments in which they are serving, when they can be relieved without prejudice to the service. Those on signal duty will be at once relieved, and will join their companies without delay.

By command of General Sherman.

E. D. Townsend, Adjutant-General.

CHANGES OF STATIONS.

The following is a list of the changes of stations of troops reported at the War Department since last report:

Company H, Seventh Infantry, from Fort Bridger, W. T., to Wind River Valley, M. T., July 1st. Ordered.
Company G, Second Infantry, from Huntsville, Ala., to Guntersville, Ala., June 14th.
Headquarters Twenty-first Infantry, from Camp McDowell, A. T., to Drum Barracks, Cal., June 16th. Ordered.
Company M, First Cavalry, from San Francisco, Cal., to Tucson, A. T., June 12th. Ordered.
Company A, Eighth Cavalry, from San Francisco, Cal., to Camp McDowell, A. T., June 12th. Ordered.
Company G, Eighth Cavalry, from San Francisco, Cal., to Tucson, A. T., June 12th. Ordered.
Company A, Third Cavalry, from Fort Gunner, N. M., to Fort Union, N. M., June 30th. Ordered.
Company D, Third Cavalry, from Fort Gunner, N. M., to Fort Bascom, N. M., June 30th. Ordered.
Companies E, F and K, Eighth Cavalry, are now stationed at Toll Gate, A. T. Ordered.
Company B, Eighth Cavalry, from Camp Dale Creek, A. T., joined from former post, May, 1869.
Companies A, F, G, H, I and K, Tenth Cavalry, are now stationed at Camp Supply, I. T.
No change in stations of artillery.

THE Hungarian soldiers, by a recent government order, have been permitted to work in the harvest fields for a period of three weeks. Each employer is required to pay to the government three and a half kreutzers, or fifteen cents a day, for the wear and tear of the clothes worn by the soldiers.

THE brig *Madawaska*, which sailed from Boston Saturday 10th inst., for Constantinople, took out 46,000 Enfield rifles for the Turkish government. They were recently purchased of the United States Government.

THE NAVY.

The Editor would be pleased to receive for this Department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

VARIOUS NAVAL MATTERS.

THE U. S. steamers *Piscataqua* and *Monocacy* were at Yokohama June 30th.

PAYMASTER D. B. Batione, U. S. N., sailed by the steamer *Pereire*, on the 10th, for Europe. His destination is Port Mahon, island of Minorca, Spain.

THE *Tallapoosa* will return to Washington immediately, and carry Secretary Robeson and Admiral Porter on a tour of inspection to the various Navy-yards along the Atlantic coast.

THE Government has just agreed to pay about \$230,000 of Iowa war claims. The whole claim was originally a trifle in excess of \$1,000,000, of which about \$875,000 has now been paid.

LATE advices have been received from Santiago de Cuba. On the 11th inst. the American war steamers *Albany*, *Gettysburg* and *Centaur* arrived at that port. Amiral Hoff and the officers of the fleet paid a visit to the commander of the Eastern Department.

JUNE 19th, the United States steamer *Junista* went into commission. She is destined for service in the Mediterranean. The vessel is elegantly appointed throughout, and is the first to sail from an American port provided with the newly-invented Wittram anchor.

THE *Nipsic* has arrived at the Washington Navy-yard for repairs. Chief Engineer King has received the report of the Board of Survey of the *Paucnee* from the Portsmouth Navy-yard. The officers of the *Paucnee* have been detached and the ship goes out of commission.

CAPTAIN G. R. Slicer, of the U. S. Revenue Cutter service, commanding the *John A. Dix*, at Detroit, is ordered to Washington city to sit on a board of examiners for the officers of the U. S. Revenue Cutter service. Lieutenant A. G. Cary will remain in command of the said steamer.

THE U. S. steam frigate *Guerriere*, bearing the flag of Rear-Admiral Charles Davis, arrived at New York on the 19th inst., from Rio Janeiro, which port she left on the 28th of June. She brings back as passengers 46 American colonists. She will be put out of commission and made a school ship.

THE U. S. steamer *Unadilla* is at Hong Kong; the *Onida* at Hakodadi; the *Iroquois* and *Ashuelot* at Nagasaki. The *Aroostook* is overdue at Nagasaki, from Hakodadi, and the disturbances in that quarter have probably detained her. It is reported that both the *Unadilla* and *Maumee* have been condemned. After undergoing necessary repairs they will be sent to California and sold.

A trial of steam fire engines took place at the Brooklyn Navy-yard on the 23d inst., by order of the Navy department superintendent, by a board of naval engineers. One was a first-class "Amoskeag," and the other a rotary from Seneca Falls. The Amoskeag engine worked through the day successfully, but the rotary gave out and retired after working two hours. The trial will be renewed.

A NAVAL General Court-Martial has been ordered to convene at the Navy-yard at Pensacola, Fla., on the 2d of August for the trial of Captain Frank Munroe of the Marine Corps. The Court is to be composed of the following named officers: Commodore Greene, and Captains Gibson and Armstrong of the Navy, and Captains Hibb and Bishop of the of the Marine Corps, and Paymaster Wait of the Navy, Judge-Advocate.

THE revenue cutter *McCulloch* arrived at Savannah from Baltimore July 13th. She is intended for service on that station, and is the largest revenue steamer that has ever been stationed here. The following are her officers: Captain J. H. Merryman, First Lieutenant W. H. Hamlin, Second Lieutenant H. L. Bennett, Third Lieutenant James F. Otis, Third Lieutenant Edw. Creecy, Chief Engineer M. J. Chevers, First Assistant Engineer Charles F. Satterlee, Second Assistant Engineers Edw. Hedden and A. F. Rockfeller.

THE new screw steamer *Benicia*, 10 (formerly the *Omaha*) built at the Portsmouth Yard, was taken to the Charleston Yard some months ago to receive her engines and machinery, preparatory to being commissioned. Her engines, boilers, and propeller were made at the Charleston Yard, under the direction of Chief-Engineer Willmarth, and after being thoroughly tested, the vessel has been reported complete; and on the 14th inst., at 4 o'clock, A. M., she started for the Portsmouth Yard, in charge of Captain James Fowler, branch pilot. At the same time the steamer *Palos*, under command of Mr. William Smith, and the *Cohasset*, 2, in charge of Mr. Sheriffs, took the *Wyoming*, 6, in tow, bound for the same destination, to be thoroughly repaired there. About seventy men were detached from the Charleston Yard to manage this squadron. These will return in the *Cohasset*; but the *Palos* will take on board a detachment of seamen and proceed with them to Philadelphia. The *Benicia* arrived at Portsmouth July 15th.

WHEN the *Saratoga* lay at Havana, last Spring, the yellow fever broke out among her crew. One of its first victims was John Paul Quinn, the ship's surgeon. She was immediately ordered by Admiral Hoff, to sail for a northern latitude, and came to New York, arriving here on the 19th of June. She was quarantined in the Lower Bay, and the healthy men of her crew removed to the *Frolic*, where they remained on board for two weeks, and, no further case of the fever appearing among them, were transferred to the United States receiving-ship *Vermont*, where they still are. On board of the *Saratoga*, since her arrival, a great many men have died, among them the following officers in addition to the surgeon, who died at Havana: Wm. A. Van Vleck, lieutenant-commander, died June 29th; George A. Flagg,

lieutenant, June 20th; Herman C. Raebel, lieutenant, June 25th; Samuel G. Blodgett, master's mate, June 20th; William E. McMullen, captain's clerk, June 23d; Hiram L. Dixon, carpenter, June 26th. Since she left Havana there have been twenty-five deaths on board, and quite a number of cases who are now convalescents. Ten days ago the remainder of the crew being considered quite well, were transferred to the *Vermont*, so that now the vessel lays in the Lower Bay with but a few men on board to look after her and see that she is thoroughly cleansed. Everything that can be done to disinfect and purify her is being done. To make assurance doubly sure, she will be kept at her present anchorage until the cold weather sets in, when she will be brought to the Navy-yard to discharge her stores. All her officers have been detached and have gone to their homes. Only Captain Whiting remains to care for his men. This is the second time within a few years that the *Saratoga* has brought the yellow fever to this port. On the former occasion, when her crew were permitted to come to the Navy-yard, she was scuttled, washed, and seven times fumigated with chlorine gas. Being considered free from all infection, workmen were sent on board, six of whom were immediately stricken down by the fearful epidemic, thus clearly proving that chlorine gas is not a certain disinfectant where yellow fever has once taken up its quarters. On this occasion the disease did not reach the shore, as every precaution to prevent it was taken.

THE U. S. steamer *Nipsic* arrived at the Quarantine Station, off Fortress Monroe, on the 13th of July, from a cruise of nine months in the North Atlantic Squadron. She was placed in commission on the 23d of October 1868, at the Washington Navy-yard, and after the usual trial of her engines, sailed for Norfolk on the 13th November, arriving on the 15th. Remaining at Norfolk until the 26th, after adjusting compasses, the *Nipsic* sailed for the island of Hayti, and on the 4th of December came to anchor in the harbor of Port-au-Prince. Remaining here until the 17th, she next sailed for Gonaves, and succeeded in effecting the release of the American schooner *A. E. De Hart*, seized by order of General Chevalier, commander of the post. Leaving the last-named place, the next point visited was Cape Haytien, where she remained to coal ship, sailing thence for Port-au-Prince, calling, however, en route at the rebel port of Saint Marc. On the 6th of January, 1869, sailed on a partial tour of the island. The first place touched at was the port of Jeremie, one of the principal towns under the authority of the rebellious party. From here sailed for Aux Cayes, the chief city of the "Department of the South," and capital of the Anti-Salvage portion of Hayti, also the residence of Michel Dominique, President of the Cacoe party. In addition to the above, Aux Cayes bears the reputation of distilling the best rum in all Hayti, here called *tafia*. Taking departure from the capital on the 8th January, arrived at Jacmel the following day. Remaining here barely long enough to communicate with the American Consul, set sail again, and on the 11th once more anchored in Port-au-Prince. January 13th, sailed for Saint Marc on the way to Aspinwall, New Granada. Came to anchor in the last-named port on the 18th, relieving the U. S. steamer *Yantic*. From Aspinwall the *Nipsic* sailed on several short cruises, the most interesting of which was an expedition to Caledonia Bay, undertaken in the interest of the projected Inter-oceanic Canal. Remained here long enough to form an idea of the advantages of the bay as one terminus, and from thence steamed to the bay of San Blas. While here the commander of the *Nipsic* succeeded in obtaining an interview with the chiefs of the various Indian tribes in this section. In common with previous explorers, a feeling of great jealousy was found to exist against communication with white men, and a determination expressed to prevent, by all possible means, the surveying or building of any route to the Pacific Ocean. Returning to Aspinwall for a short time, set sail for the old Spanish town of Carthagena, and came to anchor there on the 12th of March. Remained here until the 19th, and returning again to Colon, received orders for Cuba. The U. S. steamer *Gettysburg* relieved the *Nipsic* on the 30th of March. April 4th arrived at Cienfuegos, Cuba, and from this date until June 21st, Trinidad and Cienfuegos were alternately visited, one short trip to Suñas being the only variation. On the 15th of April a change was made in her rig, she having sailed from Washington as a brigantine. At this date yards were crossed for the first time on the mainmast. She still carries her full rig and enjoys the distinction of being the only *brig* in our service. Her subsequent cruise proved the wisdom of the change. June 21st, in obedience to telegraph orders, set sail from Cienfuegos, and on the afternoon of the 23d arrived at Key West, Fla. Finding orders for home, via Port-au-Prince, left on the 25th under steam. Steamed and sailed until the night of the 29th with gentle winds, when the engines were stopped, the propeller shaft uncoupled, and the vessel stood on her course under full sail, making about seven knots. At 11:30 P. M. the propeller was suddenly broken off with a heavy jar, startling everyone from sleep, and giving to many the impression that she had struck a rock. Upon examination it was found the shaft was broken off between the stern port and the forward end of the propeller, but causing no perceptible injury to either rudder, shoe or stern of the ship, and falling clear of everything, left the *Nipsic* a sailing vessel, fifteen hundred miles from home. Cape Maisi, Cuba, at the time of this accident bore just astern, distance about ten miles. The cause of this sudden and unusual occurrence must ever remain one of the mysteries of steam engineering, the machinery having been stopped an hour previous, and the propeller making but about twenty-nine revolutions per minute. Experienced baffling and light winds the remainder of the distance to Port-au-Prince, arriving on the 2d of July. Found the U. S. steamer *Gettysburg* in port, also the French corvette *Destree*, on board of which vessel the yellow fever had been making terrible ravages, the commanding officer, surgeon, chief-engineer, and four or five other officers having fallen victims to the dis-

ease, besides 30 or 40 among the crew. Remained at Port-au-Prince until daylight of the 4th. There being no prospect of a wind, the *Gettysburg* took the *Nipsic* in tow, intending to cast off at Point Perle, en route to Cape Haytien. At 7 P. M., a fine breeze sprang up, and the tow-line was cast off, and with all sail set, the *Gettysburg* was left astern, and soon being lost in darkness, the *Nipsic* stood away for Cape Henry, with nothing to depend upon but her canvas. Taking departure from Point Perle, Hayti, at 6 A. M., of the 5th, sighted Cape Henry Light at 1 A. M., of the 13th, thus sailing a distance of 1,061.5 knots in 187 hours, or an average 5.7 knots per hour—a better average than is made by full-sailed merchant vessels, over the same ground. The highest speed attained was on the morning of the 13th, when 11 knots were run off, and in three hours a distance of 29.5 knots was made. Seven hours of the same day show a distance of 64.5 knots. The largest run for twenty-four hours was 183 knots 2 fathoms, the smallest 91 knots 6 fathoms. The superior speed of this vessel gives truth to the American boast that our Navy contains the finest models for speed afloat. The winds for the first part of the voyage were southerly and westerly, on one occasion reaching northwest. The day before sighting Cape Henry, a sudden change took place in the wind, veering round to southeast, and thence to east, finally almost dying out, coming only in puffs from the northeast. By the above data it will be seen that the speed of this vessel, under sail, is quite remarkable, equal to, if not superior, to full-rigged ships of equal tonnage. The general health of the *Nipsic* has been good during the cruise, due, to some extent, to the unusual means adopted for ventilation previous to sailing from Washington. The officers attached to this vessel at present are as follows: Lieutenant-Commander T. O. Selfridge, commanding; Lieutenant-Commander A. G. Caldwell, executive officer; Lieutenant G. C. Schulze, navigator; Lieutenant R. D. Hitchcock, Master J. C. Soley, Passed Assistant Paymaster J. P. Loomis, Passed Assistant Surgeon C. L. Green, First Assistant Engineer T. M. Dukehart, in charge; Second Assistant Engineers J. Van Hovenberg, J. Entwistle, L. T. Safford; Third Assistant Engineer H. Webster; Midshipmen R. T. Jasper, J. Carlin, F. Singer, N. E. Niles; Captain's Clerk C. C. Smith.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

JULY 13.—Lieutenant-Commander Thomas H. Eastman, to duty under Rear-Admiral Thatcher, at Portsmouth, N. H.
Ensign John V. B. Bleeker, to duty at the Navy-yard, New York.

Paymaster R. C. Spalding, to duty as fleet paymaster of the Pacific fleet.

JULY 14.—Ensign Harry Knox, to the *Jameson*.
Master H. W. Guirner, to Washington, D. C., for examination for promotion.

JULY 15.—Surgeon Newton H. Adams, to duty in attending officers of the Navy and Marine Corps at Washington not otherwise provided with medical aid.

Second Assistant Engineers H. D. Sellman and J. W. Patterson, to steam tug duty at the Navy-yard, Norfolk.

JULY 16.—Captain J. M. B. Clitz, to ordnance duty at the Navy-yard, New York.

Gunner Wm. Cheney, to ordnance duty at the Navy-yard, New York.

First Assistant Engineer George W. Melville, to duty at the Navy-yard, Norfolk, Va.

First Assistant Engineer James M. Hobby, Second Assistant Engineers A. H. Price, H. D. Potts, L. E. Harvey and J. H. Kaiser, to duty in the Asiatic Fleet.

JULY 17.—Commander S. Livingston Breese, to the command of the *Cyane* by the 15th of August next.

Chaplain Thomas G. Salter, to duty at the Navy-yard, Portsmouth, N. H.

Passed Assistant Paymaster Emanuel Melach, to the *Cyane* by the 15th of August next.

JULY 19.—Rear-Admiral T. Bailey and Commodore S. B. Bissell, to temporary duty as members of the Retiring Board at Washington.

Lieutenant-Commander A. N. Mitchell, to the Navy-yard, New York.

Surgeon J. Winthrop Taylor, to the Navy-yard, Boston, on the 1st of October next.

DETACHED.

JULY 13.—Paymaster E. C. Doran, from duty as fleet paymaster of the Pacific Fleet, and ordered to settle his accounts.

Commander T. Scott Fillebrown, from the command of the *Narragansett*, and placed on waiting orders.

Lieutenant E. H. Miller, Masters Wm. P. Randall, G. B. Livingston and W. C. Gibson; Ensign W. H. Webb, Surgeon A. S. Oberly, First Assistant Engineers D. M. Greene and N. P. Towne; Second Assistant Engineers P. J. Langer, M. N. Knowlton and Harrison Spear, Boatswain John Smith, and Carpenter John McFarlane, from the *Narragansett*, and placed on waiting orders.

Passed Assistant Paymaster Theo. S. Thompson, from the *Narragansett*, and ordered to settle his accounts.

Mates G. J. Harris and W. H. Robinson, from the *Narragansett*, and ordered to the receiving ship at the Navy-yard, Norfolk, on the 25th inst.

Mate Charles F. Brian, from the *Narragansett*, and ordered to the Navy-yard, Norfolk, on the 25th inst.

Mate Nicholas Anderson, from the *Narragansett*, and ordered to the receiving ship *Polomac*.

JULY 14.—Ensign E. McCormack, from the *Jameson*, and ordered to Washington, D. C., for examination for promotion.

JULY 15.—Paymaster Geo. W. Beaman, from the *Cyane*, and ordered to the *Ossipee*.

Paymaster Geo. E. Hendee, from the *Ossipee*, and ordered home to settle his accounts.

JULY 19.—Commodore Geo. F. Emmons, from ordnance duty, and placed on waiting orders.

Commander Wm. D. Whiting, from the command of the *Saratoga*, and placed on waiting orders.

Lieutenant-Commander E. M. Shepard, Assistant Surgeon Lewis S. Filcher, Boatswain W. G. Tompkins, Gunner Wm. W. Carter, Sailmaker John C. Herbert, Mates W. A. Failing, H. E. Jenson, P. J. Corbett and C. B. Magruder, from the *Saratoga*, and placed on waiting orders.

Lieutenant B. P. Lamberton, from the *Saratoga*, and ordered to Washington, D. C., for examination for promotion.

Passed Assistant Paymaster Jas. S. Giraud, from the *Saratoga*, and ordered to settle his accounts.

Surgeon Wm. Johnson, from the Navy-yard, Boston, on the 1st of October next, and then waiting orders.

ORDERS REVOKED.

The orders of Second Assistant Engineer A. H. Price, to duty in the Asiatic Fleet.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery for the week ending July 17, 1869:

James Herold, boatswain, July 10th, Washington City.
Rufus R. Duer, lieutenant-commander, June 29th, U. S. steamer *Narragansett*, at sea.

NEW SYSTEM OF FORTIFICATION.

It is evident that we are on the eve of a revolution in the science of fortification as radical as the revolution in naval warfare which was signalized by the advent of John Ericsson's *Monitor* in Hampton Roads in 1862. The one necessitates the other, and the ingenuity of military men in Europe, as well as this country, is taxed to contrive some way of meeting the problem before them. With their usual clumsy directness of action the English have spent millions in experimenting with guns and armor with no other result but to prove more conclusively, what was evident at the start, that it is practically impossible to adapt our present system of fortification to the modern necessities of defense. In this country we have preferred to save our money, trusting to that active ingenuity which seldom or never fails to provide us with the means of meeting emergencies. In England, Captain Moncrieff has taken the first bold step in the direction of change, and, not to be behind, one of our own officers, Brevet Major George E. Head, Captain Twenty-ninth Infantry, has published an essay on a new system of fortification which is still more revolutionary in its ideas.* The following extracts from Major Head's essay will give some idea of his plans, which in his pamphlet are accompanied with illustrated diagrams and are explained and defended in detail. In introducing his system, he says:

If a man were standing in a farm-yard swept by the fire of a powerful battery of fifteen-inch guns, where could he go to find the best shelter? Down the well, of course. He could lie there snug and perfectly safe while all the artillery of the world thundered over his head, unless a shell should unfortunately roll into his well, when indeed his situation would be both unpleasant and dangerous; but the chances of such an event would be as one to a million. It is well, however, in war as in everything else, to be prepared for all contingencies; and in examining what might occur, we find that it is not enough for him to lie idly in his well.

1. He must be prepared for the accident of a shell entering his well.
2. He must be armed with a gun heavy enough to return the fire of the enemy.
3. To fire his gun it must be brought out of the well, and therefore proper machinery must be supplied to raise and lower it.
4. He must have means to prevent the enemy from crowning the top of his well, and capturing him ignominiously in his retreat.

In the above sketch, as in a nutshell, lies the germ of the system of fortification which I propose to discuss in the following pages. It consists of a gun protected by the earth itself, rising from its lair by the aid of proper machinery to deliver its fire, and again descending into the earth for shelter, together with a sufficient protection to the gunners against a vertical fire, and a sufficient defence to prevent the gun from being captured by a storming party.

For the convenience of illustration, he takes the case of an iron turret, rising from and descending into the well, premising however that the turret has nothing to do with his system and is unnecessary. After describing the operation of this turret, our author goes on to say:

How is the enemy to be prevented from crowning the edge of our well and capturing the whole machine? By a ditch around the well, deep and wide enough to detain him until he can be destroyed by our guns.

Let us examine the simplest form of fortification—and the weakest—a square redoubt without flankers, armed according to our new method.

It is evident that this redoubt can exist only under one of three conditions:

1. On a plain.
2. In a position commanded by the surrounding country, being in a hollow.
3. In a situation commanding the surrounding country—on a hill.

Describing this mode of fortification as applied, under his system to these several conditions, Major Head says, in passing:

Let us for a moment examine the enormous extension of which our system is capable; such an examination will also show its superiority to any system of fortification with parapets raised above the surface of the earth.

A fifteen-inch gun throws a shot at least three miles and a half. Draw around the city to be defended two concentric circles, the difference of whose radii shall equal that distance, thus enclosing between them a space three-and-a-half miles wide, no matter what may be the inequalities of the ground, using our best engineering skill to turn its elevations and depressions to our greatest advantage; and surround the whole with a ditch. The number of wells which can be placed in this rim, three miles and a half wide, is limited only by the size of the wells and the thickness of the septa of earth between them necessary to their proper protection. If the inequalities of the ground were the most unfavorable to our system, there would still be three-and-a-half miles of protected iron turrets, row behind row, to be captured or destroyed before the city could be entered. Allowing each well to be forty feet square, and the thickness of the septum of earth between them to be forty feet, a breadth of three-and-a-half miles between the outer and inner circles gives us 231 turrets on a single line alone, from the inner to the outer circle. A section of a mile of the defensive belt between the circles

gives 15,246 turrets. What army could capture them? What nation is rich enough to build them? It would not be necessary; detached forts, commanding all the approaches and supporting each other, would suffice. The same mile, protected by a parapet or wall built in the usual way, allowing two tiers of guns in embrasure and *en barbette*, could show only 504 guns, allowing at least twenty-one feet to each fifteen-inch gun. The enemy could attack with a battery of 252 guns.

The method of pointing the gun when down the well, and the means by which it can be raised or lowered are described, and the plan by which the turret is to be dispensed with is explained. We make the following extracts:

Instead of plating with iron, let us press the earth into our service. Abandon the idea of a turret or of any armor for the protection of our guns, and place them naked on platforms to rise and fall in the wells, as will presently be described. Each gun in its well has, then, instead of a plating of iron, a plating of whatever constitutes the earth's crust at the place—be it granite, sandstone, clay, slate, or what it may—let us call it, as a concise term, a plating of *planet*; its thickness being the whole distance between the gun itself and the nearest of the enemy's guns—which plating, I repeat, is impervious to any shot, is ready prepared, and costs nothing. This "planet" plating is by no means to be considered as an *earthwork*. It has been built and hardened by the hand of Time himself, and has no superior as a defence against artillery. Not a private in our late Army who sheltered himself in a rifle-pit, but knows this.

The different methods of raising and lowering the gun have nothing to do with the essential merits and defects of the proposed system, but have important bearings as a side issue, on the question. Keeping this in view, let us investigate the problem.

The rise and descent of the gun can be effected in many ways, a few of which, as presenting the fewest difficulties, will be given. All the calculations are based on the dimensions of the 15-inch Rodman gun and carriage. When the advantages of this magnificent and formidable weapon are fully known, it seems unlikely that any pieces of less calibre will ever be used in permanent fortifications, at least on our side of the water.

It must not be forgotten that the chief defense of the fortress lies in the weight of its fire, preventing a near approach; its second is in the *caponnières* and turrets of the ditch; it is only after all these means of defence are exhausted that our third tortoise-like method comes into play. Its efficacy consists in the impossibility of carrying the wells by storm before the fire of the turrets destroys or routs the stormers.

In conclusion, our author says:

For attacking such a work as has been described, the only method which offers a ray of hope is by mining. The attack and defence of a fortress built on our system will develop the grandest examples of mines and countermines; and to insure success the besiegers' attempts in this direction must be pushed to an extent never yet dreamed of.

For the perfect defence of our fortress, then, a system of mines should be developed for miles around it. The fire of the work will prevent the enemy from commencing his operations too near; an attack by mining is proverbially slow, and when conducted on so gigantic a scale would give ample time to assemble a relieving force. The defence of a nation cannot depend upon her fortresses alone, but upon the discipline and courage of her armies and the patriotism of her people. Gibraltar itself must fall, should England so far degenerate that her soldiers and sailors would no longer fight.

The system is capable of adaptation to any duty required of a fortification—from the defence of the great cities of Europe to the simple Martello tower on the coast; but to the service of the United States, who employ only sea-coast defences, it is peculiarly adapted, because for all practical purposes the sea within gun-shot range may be considered as a plain—a condition which, as shown above, is the most favorable for the full development of the powers of the system, while the islands and peninsulas on which most of our sea-coast defences are built, are safe from any attempt at mining.

When the news of the *Merrimac's* raid reached England, work on the forts at Spithead was at once suspended. Men saw that when the *Merrimac* sunk the *Cumberland* she had done more than sink with her all the wooden vessels of the world. Forts of brick and stone became worse than useless. The thickness of their walls is limited by the necessity of embrasures. Were Fort Monroe attacked by a dozen iron-clad *Monitors* armed with fifteen-inch guns, better than to stand behind its walls would it be to take one's chance on the open beach, with no protection whatever.

Let us look the wolf in the face. Let us confess the inadequacy of our walls to withstand modern artillery, or we may be forced to confess it when too late. If we retain our present parapet we must come to iron. From the result of the experiment witnessed by the writer at Fort Monroe upon granite blocks covered by four-inch iron plates, it seems doubtful if any thickness of iron will protect a stone or brick wall, unless some elastic substance be interposed between the iron and the wall to deaden the shock of the projectile before it be transmitted to the wall, or unless the iron be so thick that it becomes the wall, needing no granite behind it—in fact a new fortification. Even if a wall can be protected by iron, you still have but a single parapet, and at most but a double tier of guns.

The same objection applies to raised parapets of earth or sand. The fire of Fort Fisher was silenced by the United States fleet in 1864. The author cannot doubt that with the system here advocated, not only could it not have been silenced, but the fleet would have been repulsed or sunk.

The question admits of doubt whether a *Monitor* turret of twelve inches of thickness can withstand the shattering effect of a twenty-inch shot fired with full service charge. If it can, no fort is able to prevent a

fleet of such vessels from passing it, unless means be adopted to detain the ships under the fire of the fort until it can destroy them by repeated blows. Without this, what security has Washington from a fleet of such ships, however powerful may be the fort at Old Point?

Such a method of detaining fleets has already been found in the torpedo. By an ingenious application of the camera, any torpedo can be exploded to a second when a ship is over it, and with the magnesium light the camera can be used in the night as well as by day. No admiral not fit for a mad-house would blindly rush his fleet upon certain ruin up a channel filled with these implements of destruction.

Whether the system under consideration be the right one or not, it is plain that the revolution effected by modern guns and iron-clads has rendered necessary a change in the old system. Engineers will be obliged to depend in great measure on mines for the defence of both inland and sea-coast works—for a torpedo is nothing but a peculiar mine. Here is a vein hitherto but little worked, and affording a noble opportunity for ingenuity and genius.

It is not believed to be necessary to abandon permanent fortifications in favor of iron-clad ships for the defence of our sea-board cities. The thickness of a *Monitor* turret depends upon the buoyancy of the hull; but what limit is there to the thickness of our parapet (so to call it) resting on the solid globe itself? Nor is it at all certain that our largest gun has yet been cast. If the author's system be correct, it restores to forts their old supremacy over ships.

With regard to expense, I am unable, owing to duties with my regiment, and its sudden removal from the sea-coast to the interior, which have prevented the procuring of necessary statistics, to give the exact cost of building a fort of given size on this system. From rough calculations, made somewhat blindly from such imperfect data as could be had, I am led to believe that it would cost, gun for gun, much less than any of our present forts. It would certainly be cheaper than to continue vain and costly experiments with iron, dependent on and changing monthly with the advances made in artillery; and if National honor and National prestige be worth aught, assuredly cheaper than to leave our sea-coast defences in their present state of feebleness, lying abjectly at the mercy of any iron-clad of a petty power which might choose to cannonade them.

THE object of the Polar expedition which left Bremerhaven on the 15th ult., is two fold; it is, firstly, to endeavor to approach the North Pole as closely as possible, and thus to settle a number of questions which have long been matters of dispute among men of science, as, for example, the existence of an open ocean to the north of the Arctic ice girdle, and secondly, to explore East Greenland with the adjacent countries and seas. It is to endeavor to reach the coast at 74½ degrees north latitude, and if this be impossible to attain, between 80 degrees and 70 degrees north latitude, and then sail northward along the coast. The expedition will winter in the ice, and, it is hoped, return to Bremen before the 1st of November, 1870. Lieutenant Payer intends to make excursions into the interior, which even Whymper, the celebrated Alpine traveller, who ascended the Matterhorn, could only penetrate for about half a German mile. The six scientific men who accompany the expedition, have each a separate branch of study, and plans as to the observations to be made by them, have been drawn up by competent authorities.

THE *Army and Navy Gazette*, across the water, reviews Mr. Montgomery's history of "The Cruise of Admiral Farragut." "The warmth and enthusiasm with which the gallant seaman was received," it says, "were significant of the high estimation in which he and the country he represented were held, while the benefits arising from the tour were fully recognized in America. Under these circumstances it was naturally to be expected that the details of so interesting a voyage should be made public. This has been done by the author, who served on the Admiral's staff; and although not events of very great importance, when considered singly, are recorded, and no striking adventures were encountered, the scenes that were passed through, the countries that were visited, and the abundant demonstrations of respect which on all occasions welcomed the Admiral, are pleasantly described." The *Gazette* closes by saying that the book "is tolerably pleasant reading, being descriptive of the most interesting portions of Europe, and no doubt, will be highly appreciated on the other side of the Atlantic."

THE *Paris Patrie* says that several papers in enumerating the artillery force of Prussia, have declared that it consists of 8,000 guns, and that that of France is numerically inferior. "Without entering now into any comparisons," says the *Patrie*, "we may perhaps be allowed to remark that France possesses a total of 8,845 guns, the bulk of which, are new rifled cannons, or old pieces which have been altered, and that our artillery enjoys a very high reputation in Europe."

LETTERS IN THE NEW YORK POST-OFFICE.

The following is a list of letters remaining in the New York Post office on the dates given. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington.

ARMY.

JULY 15TH.

Alexander, Wm., Captain.
Baxter, H. H., General.
Cary, J. B., Colonel.
Carleton, Chas. A., Colonel.
Emerson, Geo. D., Captain.
Minard, Isaac T., Colonel.
Smolonski, J., General.
Wassfield, A., Major—2.

Yates, J. W., Captain.
Francis, John, Captain.
M. Millan, W., General.
O'Hare, M., Captain.
Rathbone, J. C., Colonel.
Risley, Daniel B., Captain.
Sherburne, E. W., Captain.
Smith, H. B., Major.

Taylor, General.

A letter has been received at this office for J. G. Talbot, Master U. S. Navy.

* AN ESSAY ON A NEW SYSTEM OF FORTIFICATION. By George E. Head, A. M., Captain Twenty-ninth Infantry, and Brevet Major U. S. Army. With illustrations. New York: D. Van Nostrand, Publisher.

CORRESPONDENCE.

Our correspondents are informed that communications intended for our columns, to receive prompt attention, should be invariably addressed to THE EDITOR of the ARMY AND NAVY JOURNAL, Box 3201, New York.

NAMES OF NAVAL VESSELS.

To the Editor of the Army and Navy Journal.

SIR: The little State of New Hampshire is on the rampage. Having found all the brains for the Navy during the Rebellion, and having named all our National vessels after Billy Bowlegs and the Rootdigger Indians, they now insist, through their Legislature, that the naval authorities in Washington shall not alter the names of any ships, even to conform to the law.

The fact is, a most senseless uproar was made about changing the names of some of our vessels of war. Seventeen of the number were changed to conform to the law of Congress, and others had their names altered to re-introduce into the service old names connected with the earliest traditions of the Navy. New Hampshire legislators never read much naval history, or they would have known that *Neptune*, *Aetna*, *Vixen*, *Spitfire*, *Jason*, etc., were old and cherished names, and that the vessels bearing them of old, had done signal service for the country. The same Legislature suddenly discovers that we are naming all our war vessels after the English; although why the worthy Bells should monopolize all the decent names, passes our comprehension.

The Navy Department is soundly berated because it has, in some instances, adopted the names of heathen gods. In answer to this, it may be said that it would sound rather sacrilegious to name iron-clads after the prophets or other holy personages mentioned in the Scriptures.

For instance, the name of the *Tonawanda* was changed to *Amphitrite*, a well-known name in the United States Navy. No one will venture to say that it would have been better to name the vessel Jeremiah, Daniel, or Joshua, the son of Nun, and so with the others. The name of the *Warsaw* was changed to *Niobe*, who is known to everybody as the lady who had all her sons and daughters shot to death by the children of Latona, and is supposed, in consequence, to be continually weeping. It would not seem well to call the *Warsaw*, "Rachel," although she also was weeping for "her children." It must strike any one directly, how beautiful it would be to have the Yankee *Niobe* drop one of her fifteen-inch tears into the bosom of the British frigate *Latona*; for the *Warsaw* to perform such a feat would signify nothing.

There is no poetry connected with a Rootdigger Indian, or in fact with any of the progeny of the aforementioned Billy Bowlegs. The original Indian nomenclature of the vessels was conceived in good taste. The vessels of the third-class were mostly named after Indian tribes; but under Mr. Wells's administration, the whole of the Post-route Directory was hunted over to find horrid-sounding names.

We formerly had, and have now, the *Seminole*, *Iroquois*, *Mohican*, *Saginaw*, *Dacotah*, *Miami*, etc., all familiar names; but when to these they began to add *Tunisia*, *Umpqua*, *Suncook*, *Wassuc*, *Naubuc*, *Squando*, *Wissackickon* (called by the sailors Widow Higgins), the nomenclature became ridiculous.

The opponents of the present names claim that they are English; so are the names of Jones, Smith, and Brown—so is Shakespeare, Milton, Byron, etc.—and because of this, are we not to read them, or claim some property in them? We have as much respect for them as John Bull has.

There is rather too much fatiduousness among the newspaper folk, about the gods and goddesses. Would it not have been better to have been more squeamish when the names of *Choctaw*, *Chickasaw* and *Cherokee* were given to our gunboats? The *Choctaw*, as a nation, went bodily into the Rebellion, and although some of the others left the Rebels and joined us, they never so far redeemed themselves as to be entitled to have their names adopted in our Navy.

Leaving out the fact that the British have dared to take the names of some of the heathen gods for their ships, there can be nothing in the world more beautiful and appropriate than the names of mythological characters. The deeds of most of them were deeds of daring, and every school-boy knows their history. Tooke's "Pantheon," is a book common in our schools, and people are not ashamed to have their children learn it. Every name in the heathen Mythology conveys an idea at once. In our iron-clad *Thunderer* we at once catch the idea that she fires something more than common gunpowder, and the *Terror* is something of which to stand in awe.

The *Aetna*, *Vesuvius* and *Stromboli*, are appropriately named, from the fact that they will pour out metaphorical lava on the heads of any indiscreet Britishers that may approach too near them. We are quite satisfied that the same vessels named *Etnah*, *Klamath* and *Koka* would never carry any moral force in their names even if they did in their guns.

These Indian names have been a complete muddle to the American sailor, who, although he does not vote, has a right to have something to say about the naming of vessels in which he is to sink or swim. Imagine a sailor joining a vessel whose name he found to be *Agy* meant-to-cuss, or *Sassy-cus*, or *Shacky-macks-on*, or *Am-I-a-noc-sucker*, or a *County-cook*, or a *Sun-of-a-cook*, or *My-aunt-don't-know-me*, or *Mush-I-loose*, or *Pompey's-noc-suck*, or a hundred such like appellations of the Billy Bowlegs style!

Before people undertake to criticise let them read history, and they will find that the names of naval vessels recently bestowed are all according to law and precedent, and if a *Thunderer* did happen to slip in it is because we have as much right to the name as John Bull.

There are still left in our Navy some outlandish names of the Rootdigger kind, but as they have a war record, it was thought well to retain them. They are hard

to swallow, but if the country can stand them Jack can also. We append the new names complained of with a little of their history. John Bull may be proud of his *Terror*, *Amphitrite*, etc., but we are equally proud of ours.

Terror—Schooner, 4 guns, Revolutionary War.
Here—Sloop, 5 guns, War of 1812; sloop, 1 gun, War of 1812.
Samson—Brig, 18 guns, Revolutionary War; schooner, 4 guns, Revolutionary War; gunboat, Mississippi Squadron, War of Rebellion.
Orion—Schooner, 1 gun, War of 1812.
Colossus—Paddle-wheel gunboat, Mississippi Squadron, War of Rebellion.
Argus—Two brigs, War of 1812.
Neptune—Four ships, four brigs, and two schooners, Revolutionary War.
Atlas—Two schooners (14 and 4 guns), War of 1812.
Aetna—Fireship, Revolutionary War; bomb brig, 11 guns, 1806; bomb brig, 1846, Mexican War.
Vixen—Schooner, 12 guns, French War, 1800; schooner, 3 guns, War of 1812; brig, 14 guns, War of 1812; steamer, 3 guns, 1846, Mexican War.
Minerva—Seven brigs, two ships, one schooner; sloop, Revolutionary War; schooner, War of 1812.
Jason—Three ships and three 10-gun brigs, Revolutionary War.
Hecle—Bomb brig, Mexican War, 1846.
Eolus—Gunboat, North Atlantic Squadron, War of Rebellion.
Iris—Steamer, 3 guns, Mexican War, 1847; screw, 2 guns, War of Rebellion.
Spitfire—Three brigs and one galley, Revolutionary War; ketch, 3 guns, 1806; schooner, 12 guns, War of 1812; steamer, 3 guns, Mexican War.
Vesuvius—Bomb brig, 11 guns, 1806; bomb brig, Mexican War, 1846.
Amphitrite—Ship, 24 guns, Revolutionary War; schooner, French War, 1800.
Stromboli—Bomb brig, Mexican War, 1846.
Tartar—One brig, one galley, three schooners, one boat, Revolutionary War; schooner, 10 guns, War of 1812.
Tempest—Ship, 12 guns, Revolutionary War; paddle-wheel gunboat, Mississippi Squadron, War of Rebellion.
The following names were given according to law:
Detroit—Screw, 12 guns, built at New York during Rebellion.
Albaty—20 guns, launched at New York, 1846.
Plymouth—20 guns, launched at Boston, 1845.
Pennsylvania—120 guns, launched in Philadelphia, 1837.
Tennessee—Iron clad, 8 guns, captured during Rebellion.
Arizona—Steamer, War of Rebellion.
New York—74 guns, built at Gosport, 1818; sloop, 2 guns, War of 1812.
Delaware—Five vessels, Revolutionary War; ship, 72 guns, launched at Gosport, 1820.
Connecticut—Sloop, 8 guns, Revolutionary War; ship, 24 guns, French War; paddle-wheel, 11 guns, War of Rebellion.
Cambridge—10 guns, War of Rebellion.
Florida—Paddle-wheel, 7 guns, captured during Rebellion.

ON THE WING.

To the Editor of the Army and Navy Journal.

SIR: A letter from a friend at Newport asks if we cannot come on, if only to be "in at the death" of the season. We think of the drive to Bat. man's, or the morning bath, and sigh for the contrast; Newport nearly two thousand miles away, and we a Light Artillery subaltern, whose right even to a week's leave is scarcely acknowledged. We manage however to rush off across two States for a brief seven days, and as we spring upon the car platform feel a large sense of freedom and emancipation. We can almost hear the clink of our shackles as they fall off. The train dashes through hollows and cuts where you see great clumps of pure-white elder blossoms, and the sunach, which always reminds us of clusters of spears dipped in blood and bound with the green laurels of victory, through woods where the roses clamber up like vines, and where the old trees are so thickly twined and covered with wild ivy as to look like graceful columns instead of barren trunks, where you see thickets of paw-paw—the tree which seems always to be depressed in spirits, because all its leaves point downward. At times you catch a glimpse of some quiet lake with its banks bordered by bulrushes, and its surface half hid by the broad leaves of the water lilies. Then the scenery loses its wild beauty. There are fields of vivid green corn, and some of growing grain, which look like the sea when a gentle wind ripples it; then comes a stretch of wheat land where the harvest is over, and the golden sheaves are piled, looking like the tents of a vast army in miniature, when the last rays of sunset are over them; and then we sweep past mile after mile of prairies not so beautiful however as ours farther West. Then the night comes on and the landscape fades out of sight. We abandon nature and turn to her children; to one irrepressible *gamin* in particular, the train-boy, who this morning commenced his series of visits to passengers, with a bundle of papers, artfully giving hints of murders and prize-fights, railroad accidents and elopements, supposed to be told of in their columns. He glances at our forage cap, and with a sensual leer throws a *Days Doings*, into the seat. Once on a previous trip we tried to avoid purchasing papers, by saying that we couldn't read, and were chuckling over a happy deliverance from his clutches, when just after the train had left a large station in he came with a box of blocks and a book entitled "Easy Lessons for New Beginners," and, with a diabolical grin, said, "Here you are, sir, got these expressly for you, sir."

Following in the wake of his sea of papers, he brings books, freely proffering his literary judgment on their merits. He is not at all bashful in his review of authors. He likes the *Waverley Novels*—wonders if you have read them, and says they are "highly interesting." Mrs. Holmes is high in his esteem, but Miss Braddon, has the first place in his affections. He is devoted also to our American Miss Evans. He is warm in his eulogies of *Lever* and *Lover*, of *Mayne Reid* and *Dumas*; but cold, chillingly, heartlessly cold in his tributes to *Thackeray*, *Dickens*, *Chas. Reade* and *Victor Hugo*; and toward *Beecher* he has a dire hatred, for six copies of "Norwood" remain on his hands, representing capital laid out. When we mentioned *Miss Muhlbach* (he said *Miss Mule-back*), he brightened up and testified his appreciation of that young woman, who has produced in so short a time so vast a quantity of salable trash. But of *Bulwer*, *De Balzac*, *George Eliot*, *D'Israeli*, or *Madame Sands* he never even heard. They, poor souls, are not in his literary catalogue. When he has thoroughly canvassed the train literarily, he returns with cigars branded "Partagas," but which, if you try them, you will brand as most vilely execrable. Then follow maple and ice-cream candies put up in papers which remind you of post hospitals and yellow flags, sick-call and the cholera. Then come peanuts, which the Ya-hoes

purchase, and you hear the detailed cracking of the shells through the car, until, if you are a nervous man, you get wild and rush out on the platform; and oranges, which at one glance your Southern experience teaches you are in about the last state of decay, are eulogized in a high treble voice as "Fine, fresh, Havana oranges."

Then there are Yankee notions, and vegetable-ivory ornaments, at which you wish that the Yankees and the ivory had never been brought to light. All this time you are thirsty, perhaps; but let the youngster get through his *repertoire*, and in he comes with a can of water. You wonder if this is the same *scave* youth, for if you politely indicate your need of a drink, he thrusts a greasy tin cup in your digits, splashes in some water with what you may term a railroad jerk, and grudges you the moment that with a grimace you bolt down the miserable draught.

We think that about nine-tenths of travellers would be willing to pay additional fare for riddance from this pest.

ON THE WING, July 12, 1869.

A CONTENTED COMPANY.

To the Editor of the Army and Navy Journal.

SIR: Having read the many articles in your valuable journal lately upon the management and disbursement of Company Funds, and having just recovered from the effects of my 4th of July dinner here in the invigorating air of Colorado, let me say a few words for "our company." I am satisfied that no one would have cause to complain if all the rations were served, not wasted, and properly cooked, and that all the officers of a company should visit the kitchen and mess-room daily, give directions in cooking, and see in person that all things are in "apple-pie order," crack all the bones, boil rice, beans, vegetables and meat five or six hours, give a company fresh beef every day in the month (which can be done by exchanging bacon for beef), gather greens in their season—lambquarter, dock, dandelion, parsley and beet-tops, all of which, except the latter, grow wild on the plains, the river bottoms and mountain slopes; make a fishing net, make chowders, organize hunting parties and go to the mountains after game, take a mule team or pack animals when necessary; make your own pickles, the way we have done; put up your ice, which we have now in abundance, the thermometer at 90 degrees in the shade; spend \$75 for garden seeds, haul all the decayed wood, burn the old bones, take manure and put on your garden, detail a good man to look after it, and with a fair season your \$75 spent for garden seeds will give you what you cannot purchase for \$1,500 any where from Omaha to San Francisco. Purchase pigs, they will keep in good order on the slops from the company, and refuse corn and grain in the corrals. All this involves no expense for labor; a few dollars to start your garden and buy a few hogs sets you up in business. As I remarked, "our company had a Fourth of July dinner. Among other things, were nine roosters, two goats, roast beef, roast chickens, peas, tomatoes, potatoes (we have murphys every meal), pickles, curried cabbage, peaches, custard, jelly-cake, pies, milk (we have three cows), iced coffee, and lime-juice lemonade, all of which was made out of company savings and only involving a cost of \$3 28 in cash. We have sufficient beans on hand to pay this, so our dinner has only cost a little trouble, without which we can get nothing. You no doubt have heard of the old dorky who was so fond of bean soup, and who once said, after he had been reconstructed and gone to preaching, "Bred'ren, ise very fond of bean soup, and ise going to heaven whar dar's plenty of it; dey don't serve it in bowls, or saucers, or plates, dey serve it in trays—big trays." So it is in our company; we have all the soup we care about, we help ourselves, we help one another, we pull together, we don't split hairs, we get all we want to eat—we are happy.

HUERFANO.

July 6, 1869.

THE SIGNAL CORPS.

To the Editor of the Army and Navy Journal.

SIR: Your last issue contained a cut of the badge adopted by the Society of the Army of the Potomac, in which the Cavalry, Artillery and Infantry corps, with their badges, are appropriately and beautifully represented. The services, and in fact the existence of the Signal Corps of the Potomac Army, seem to have been totally ignored, both in the proceedings at Long Branch and in the adoption of the Society badge. General Myer's presence at the reunion, should have secured some recognition of the services of our old organization, especially as the records of the department will furnish ample testimony of what the opinion of the different Army and Corps commanders was, as to the efficiency of our corps and the devotion of its officers.

Political influence secured us no advantages during the war, and we need no apologist now, that the war has closed, but I am sure that every signal officer whose privilege it was to serve with "the dear old Army," when they may now be watching the proceedings of the Society, will unite with me in protesting against this omission. A body of officers and enlisted men, who by their individual efforts and services in the field, could secure from Congress an organization in the Regular Army of the United States, is surely entitled now to have its distinct organization recognized. Our flags were carried with honor amid the dangers of every battle-field—may we not claim a place for our flag in this memento of the Army we loved so well?

A SIGNAL OFFICER.

BOSTON, July 20, 1869.

[We are sorry, not to agree with our correspondent. His argument would prove that the Engineer and Ordnance Corps, the Medical Department, the Quartermaster, the Commissary, and the Pay Departments should also be represented in the badge, which would produce a design too unwieldy to be made effective. The organization of the Society of the Army of the Potomac, is based upon the representation of the different infantry

corps into which that army was divided, and the artillery, the cavalry, and the "general staff." The different corps, are represented by their badges, and the artillery and cavalry, by their distinctive emblems. If our correspondent, had taxed his ingenuity to suggest some emblem which could have been accepted as representing the "general staff," he might have shown good reason for its adoption.—ED. A. and N. JOURNAL.]

THE COMPANY FUND WELL MANAGED.

To the Editor of the Army and Navy Journal.

SIR: Several communications have lately appeared in your journal relative to the "Company Fund." Having carefully read all the articles, I would like to express my opinion on the subject in question. I will not deny that a great many companies in the service get no benefit whatever from the Company Fund; but it is not owing to the dishonesty of the company commander or the quartermaster sergeant, but rather to their carelessness in looking after the necessary requirements of the company. The company that I have the honor to belong to, although stationed within one day's travel of the Rocky Mountains, and in a country very little adapted for agricultural purposes, always have vegetables of all kinds in their season. Potatoes at all times of the year. On holidays we have a dinner that the most exacting epicure would not sneer at. Our company commander visits the mess-room daily to see that everything is cooked to perfection, the mess-room table-ware and cooking utensils clean and in order. We have three cows belonging to the company, that supply all the milk we require. In fact, it is useless to enumerate all the benefits we derive from the "Company Fund."

H. V. B. B.

THOMAS AND SHERIDAN.

As a general thing, one would expect to learn of the secret acts of the War Department during the Rebellion in Washington rather than in California. But the occasion of General Halleck's departure from the Pacific coast for the East has accidentally brought to light the facts connected with the order relieving General George H. Thomas, when he was at the head of his Army and before the enemy at Nashville.

Among a number of friends who had called, in San Francisco, to say good-bye to General Halleck, he was asked concerning his part in the transaction, when he gave the following history of it:

President Lincoln, Secretary Stanton and himself, all had the greatest faith in General Thomas; they were anxious to have him move, but trusted his judgment implicitly, as he was on the ground. One morning, a few days before the battle of Nashville, the President received a request from General Grant that General Thomas should be immediately removed.

The President took the note over to Mr. Stanton, saying that it was a very bad business, that he deeply regretted the step, and but for disregarding a direct request of the general-in-chief he would not consent to it. Mr. Stanton was equally decided as to the impolicy of the step. General Halleck was called in and opposed the measure very earnestly. Finally, Mr. Lincoln said he did not feel at liberty to interfere, but he would like to have the order show that he was not the first mover in the matter. General Halleck then drew an order covering the case, though not placing the entire responsibility upon General Grant.

Upon seeing this, Mr. Stanton directed it to be changed, to read so as to show that it was done by the special request of the general-in-chief, and neither Mr. Lincoln nor Mr. Stanton were willing to go before the country on anything less than that. General Halleck felt that a great military mistake and outrage was being committed, and that in some way it should be prevented.

The conference over the matter was a long and earnest one. At length General Halleck asked Mr. Stanton if he would report him for disobedience of orders if he should delay the publication of this particular one for a few days. Mr. Stanton said he would not. General Halleck pocketed the order. A few days after, General Thomas had completed his preparations, moved upon the Rebels, and defeated them disastrously. As it is well known, the order, so much talked of since, was never issued.

It has been the received opinion that General Logan was the officer designated by General Grant to supersede General Thomas. This, it seems, is a mistake. According to General Halleck, the request of General Grant also specified General Schofield as the successor, and the order as finally written did designate him for the place. The name of General Logan did not at any time come up in connection with the change, either on the part of Grant or the authorities in Washington, nor was General Schofield aware of the request made by General Grant. General Thomas's army of friends—larger now by many times than the great Army he commanded—will read this with interest.

ANOTHER RIDE BY SHERIDAN.

Since General Sheridan rode down to Winchester, it is doubtful whether he has ridden faster than when he was driven in a special stage a few days since from Deseret, on the railroad, to Salt Lake City. With three members of his staff and Governor Campbell, of Wyoming, he had met the party of Mr. Wade and Senator Conkling, and both parties, each making a stage-load, started for Salt Lake. The distance was twenty-eight miles; the day hot, the road half mountainous, half plain, all rough, and for the most part dusty. Wells, Fargo & Co. send out their stages under orders. The trips are to occupy exactly so much time. And no express train is more regular, perils of mountain and ditches, of course, excepted. Mr. Wade's party started first. The second stage was not quite ready. The orders as to time were to come with it. Meantime, our driver was to push matters. He pushed them. The first three hundred yards was over a field now hard as stone, but once furrowed by the plow. The route, it

may with propriety be said, lay directly across the waves. How that good stage rode them it is hard to relate though impossible to forget. We had thus bounded over plain, had crossed mountain spurs, had swooped down to the plain again, and were half way to Salt Lake City when Sheridan's stage came up—it would be more accurate to say dropped down upon us. They had been delayed half the time we had been driving. They had not ridden slow. All the signs were against that. If there was any spot, from the foretop of the leading horse, back over all the rest, over officers, governor and alike, not covered with mud, it was not discernible. We met at a relay-house, and fresh horses were attached. Then came the start. The time from Deseret to the City was to be three hours and a quarter. The usual time is five hours, and deemed short at that.

Off they dashed, those noted gentlemen, in mud, the General on top, where he could see the ground, hold his own and watch the column, the others inside, where they sat, almost beyond recognition, awaiting a second coating. In five minutes they were moving in a whirlwind of dust, which for them was occasionally relieved by a dash of water, as they plunged through the brooks. Our party followed. We too, were enveloped in cloud, and always when least expected there came to us, too, through windows which must be open, the same splash of mud and dash of water. It would be unfair to tell who oftentimes bounced to the roof, or how hard our experience showed heads to be, or whose heads they were. Mr. Greeley has the copyright for all such descriptions. He would change it now, if he had been with us. Mormons stopped work in the fields to see, stopped teams in the road to look back, crowded to doors and windows, or rose up from seats under cool porches, to see what all this rush of Gentiles meant. And so Sheridan rode down to Salt Lake. It must be confessed that he came out ahead. We attributed it to the fact that he sat on the box and directed the movements. The driver made his time and reported at the stage office in three hours and a quarter.—Cincinnati Gazette.

TO THE DAYS THAT ARE GONE.

Lines written for the annual dinner, at Boston, of the officers of the Thirty-second Massachusetts Volunteers.

BY ISAIAH F. HOYT.

In yon proud fortress towering o'er the brine,*
Whose frowning cannon, rising line on line,
Like faithful mastiffs, watch with bated breath,
Whose bark is thunder and whose bite is death,
Beneath the flag whose starry glories flew,
Bathed in free breezes fresh from ocean blue,
Was formed the tie, grown strong in after years,
Of varied fortune, mingling smiles with tears.

Pledge we, to-night, that blood-cemented tie,
Knit on the fields where martyr-comrades lie;
Swear we, to-night, new fealty to this bond,
Dear to our hearts all other ties beyond!
Long may we gather round this annual board,
Year after year, dear brother of the sword;
Long as grim Time, with purpose fierce and fell,
Takes what was spared by Rebel shot and shell,
Long as he leaves one of our comrades dear
To spread our table with its bounteous cheer;
So long the circle perfect shall remain,
Bound with the links of Friendship's golden chain.

Grim-visaged War has smoothed his wrinkled front,
We hear no more the battle's furious brunt,
Our ranks no more are torn by shot and shell,
No more we hear the Rebels' charging yell,
We see no more the Rebel bayonets shine,
We charge no more the hostile, wavering line,
No more we see gray coat-tails float behind
Fugacious Rebels, fleet as any hind;
No more our own float in a similar way,
While urgent duties call us from the fray—
For noble souls, insensible to fear,
Have sometimes business in battle's rear;
But while we'd scorn to show the foe our backs,
We've pious longings to distribute tracks;
The work invites, the field is wide and vast,
And so we plant them mighty thick and fast—
Would'st know how fast a tired man can "get,"
Him prod, *a tergo*, with a bayonet!

We fill our bumpers, every heart beats high,
Joy rules the hour and sparkles in each eye,
Hearts beat responsive to the ties of old,
And Friendship's touch transmutes the whole to gold;
The happy moments speed their rapid flight,
As if they grudged the pleasures of this night.
But, while the scene the general joy declares,
Our glances wander to the vacant chairs.
Dear fallen comrades, ever tried and true,
You've heard on earth the soldier's last tattoo;
Serenely sleep, secure from War's alarms,
Where rattling drums can never beat to arms,
While glory guards with jealous care your bed,
And honor watches o'er our sainted dead.

Drop a tear, my brave boys, to the memory of those
Who marched forth to battle, and sleep on the field,
Columbia called on them to meet her fierce foes—
They could die for their country, but never could
yield—
In the dew of their youth, in the morning of life,
They rallied when echoed the bugle-call loud,
O, nobly they entered the glorious strife,
And they sleep with the Star-spangled Banner their
shroud.

Peace, peace to his ashes who sleep, by the wave,
That drank the first bloodshed in Liberty's fight—
A friend who was truer, a soldier more brave,
Never rallied beneath the dear banner of light,]]

* This regiment was at first assigned to prison duty at Fort Warren, Boston Harbor.
† Colonel George L. Prescott, Concord, Mass.

With the old flag above him, he marched with the van,
Where the battle raged fiercest he fought with the
best—
But he sleeps his last sleep as the brave only can,
O, light lie the turf on the brave soldier's breast.

Dear, dear fallen comrades, we cherish your fame,
And twine for you wreaths of the laurel and bay;
We will sacredly cherish each glorious name,
With tears and with pride to our life's latest day—
Some gave of their treasure, some gave of their toil,
To rescue their country by field and by flood—
Rest, rest for the soldiers who sleep in the soil,
Of the land they have saved by the gift of their blood!

NO OCEAN MOUNTAINS.

THE correspondent of the London Times on board the *Great Eastern* contradicts some commonly-received conclusions, thus:

The line of the French Cable first starts in very shallow water, from Minon Bay, but in four or five miles it deepens from seventeen to twenty fathoms, and then gradually shelves from thirty to sixty fathoms, a depth which is pretty equally maintained over the whole bed of the English Channel. At this level, but on the whole gradually deepening, it continues till in a line with the westernmost part of the Irish coast, where taking a northern course, it passes down a gentle slope of sand, that continues descending till the depth increases from 200 to 800 and 900 fathoms, and then in a short distance to 1,700 fathoms. Over all the rest of the course to mid-ocean the bottom is mud, shells and sand, and with a uniform depth of about two thousand and two thousand two hundred fathoms. This course would have brought the *Great Eastern* close to the northward of the supposed gaunt spires of rocks called the "Three Chimneys," and which, as laid down on the Admiralty Chart, were confidently believed to exist. When this was mentioned some months ago in the *Times* a controversy at once arose in these columns, some naval men utterly denying the existence of these extraordinary rocks, while the other side tendered the evidence of eye-witnesses, who averred that they had actually seen them. The matter is now set at rest, and if ever the "Three Chimneys," had an existence they have none now. The Atlantic cannot afford to lose the small amount of interest which attached to the supposed presence of these solitary peaks; but "facts are stubborn things," and it has now been placed beyond a doubt that they are not to be found, at least in the latitude and longitude in which they appear on the charts. Lieutenant Johnstone, in the course of his soundings, went over the exact spot where they are indicated on the chart, and found more than 2,000 fathoms of water, with deep water all around, and not the slightest trace of rock or shoal in any direction. The sooner, therefore, they come out of the Admiralty map the better, and it would be curious to know how they ever got there at all.

From the locality of these fictitious pinnacles the cable course is kept in a pretty regular depth of from one thousand eight hundred to two thousand fathoms, and throughout over a soft bed of mud mixed with myriads of the most minute shells. These shells comprise various forms of diatomaceæ, which though perfect in their organization, are so exquisitely small as only to be visible under the most powerful microscope. They are really as fine as flour, and the greater part of the bed of the Atlantic is covered with the debris of these minute animalculæ, the existence of which proves conclusively, what was long denied, that at these great depths there is an absolute cessation of all motion. Over such a bottom the line is taken in an arc of a large circle, the most southerly point of the cable being in 42 deg. north latitude, and the most northerly 48 deg. Along the southern end of the Newfoundland Bank it is sunk in about 150 to 200 fathoms, the water on the bank itself varying from 50 to 90 fathoms. Thus it is completely sheltered from ice, which, if the icebergs pass the bank at all, must clear the cable which lies under its lee by some hundred fathoms or more. From this point it is taken up due north in the channel between the Green Bank and the St. Pierre Bank in an almost unvarying depth of 500 fathoms. From this point out the course is over very regular shoal water, so to speak—being at no part less than 100 fathoms, and generally over 150—to near Boston.

THE following has just been promulgated:

SOCIETY OF THE ARMY OF THE TENNESSEE,
WASHINGTON, D. C., July 15, 1869.

To the Officers of the Army of the Tennessee:

You are respectfully notified that in accordance with the provisions made at your last annual meeting, the fourth annual reunion of the Army of the Tennessee will be held in Louisville, Ky., on November 17, 1869, at 10 A. M. Every officer who has at any time served with honor in the Army and Department of the Tennessee, is by the constitution, entitled to membership, and to all such an earnest request is extended to be present.

Business of unusual importance will claim the attention of the Society at this meeting, and it is hoped there will be a full attendance.

The local committee of arrangements at Louisville, to be selected, will make all needed preparations for the meeting, and give due notice.

General JOHN A. RAWLINS, President.

L. M. DAYTON, Recording Secretary,
Washington, D. C.

A HICKENLOPE, Corresponding Secretary,
Cincinnati, Ohio.

COLONEL Samuel S. Smoot, has received a letter from Captain N. Darling, United States surveyor, announcing his safe arrival with his party at Santa Fé, New Mexico, overland from Sheridan, Kansas. No hostile Indians were seen on the route. He goes west to the Navajo Indian reservation, where his surveys commence.

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Policies Incontestable; Liberal Modes of Payment of Premiums; Low yet Safe Rates of Insurance; Liberty to Travel; Thirty Days' Grace on Renewals; Prompt Payment of Losses; Economy in Expenses; Loans on Policies; Annual Dividends on Contribution Plan; No extra Charge for Policy, Stamps or Medical Examination.

B. FRANK PALMER, L. L. D., SURGEON ART. 187, has just been commissioned by the Surgeon General to supply the Palmer Arm and Leg for the mutilated officers of the U. S. Army and Navy. The Governmental offices are located in Philadelphia, New York, and Boston, and are conducted by Dr. Palmer.

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Favorable business arrangements will be made with gentlemen of medical education, or business men who can connect themselves with such parties, to introduce the *Lifting Cure* into every town and city in the United States. Apply in person or by letter, at No. 830 BROADWAY, N. Y., or No. 68 AVON ST., Boston, Mass.

EXCHANGE WANTED. A SECOND LIEUTENANT of Infantry, left out by the consolidation, but now on special duty, wishes to exchange with an officer of equal rank in the Artillery, on such terms as may be agreed upon. Address W., Box 2,055 Post Office, Philadelphia.

WANTED—A SERGEANT-MAJOR, FOR a regiment in First Division. Must be well posted, and willing to perform all required duties. Address, P. G., office of ARMY AND NAVY JOURNAL.

A FIRST LIEUTENANT OF CAVALRY, WELL up on the list, and serving at Camp Wihelmita will transfer with any first lieutenant of Infantry. Address Q., care of ARMY AND NAVY JOURNAL.

SURGEON Ninian Pinkney, U. S. Navy, having been deputed by the American Medical Association of the United States, to represent them in the British Medical Association, and other medical bodies of Europe, the Department has appointed him a delegate of the Medical Corps of the Navy, wisely conferring this honor on one whose distinguished services under Admiral Porter, in the Mississippi Squadron, has given him so high a reputation. Surgeon Pinkney sailed from New York on the 21st inst., for England.

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, JULY 24, 1869.

The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the JOURNAL.

The postage on the JOURNAL is twenty-five cents a year, payable quarterly, in advance, at the office where received.

Subscribers who purpose binding their volumes at the end of the year should be careful to preserve their files of the paper, as we no longer recotype the paper, and are not able, therefore, to supply all of the back numbers of this volume.

The subscription price of THE ARMY AND NAVY JOURNAL is SIX DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in a Post-Office money order United States funds, or Quartermasters', Paymasters', or other drafts which should be made payable to the order of the Proprietors, W. C. & F. P. CATRON. Where none of these can be procured, send the money, but always in a registered letter. The registration fee has been reduced to fifteen cents, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All postmasters are obliged to register letters whenever requested to do so.

THE POLICY OF POSTPONEMENT.

THE New Haven *Palladium* sums up a series of lectures by General B. S. ROBERTS, U. S. A., Professor of Military Science in Yale College. These lectures were incidental to his course on the "rights of belligerents," the laws of war, national law, etc., as they came up in his programme of military instruction. General ROBERTS instructs his students that the acts of the English government, after the Queen's proclamation of May 13, 1861, the many flagrant violations of the laws of neutrality in England, in Canada, in all England's harbors, the world round, were merely the consequences of that acknowledgment of belligerent rights to the so-styled Confederate government. In his view of the case, that was the "original sin," and is of a character that would not be atoned by the mere payment of the damages on our commerce by the piracies of the *Alabama*.

He assumes, first, that at the time of the Queen's proclamation of the 13th May, 1861, the Constitution of the United States was before England's Queen as the local, but supreme public law that defined the supreme rights and sovereignty of the Federal Government, its title to rule and govern these States, to execute Federal laws within their State boundaries and "to suppress the domestic violence and rebellion" there existing, though not yet in such strength and organization as to constitute civil war, much less war in any interpretation of national law that would justify any foreign power in granting the rights and immunities of "belligerency." He insists with great earnestness, that the continuance of the rebellion, and the after civil war into which it grew, were wholly due to the royal proclamation, and took their strength and proportions from the hope it inspired, that foreign aid could be relied upon.

Besides the Constitution of the United States—which was the caveat to England of the patent of the Federal Government to sovereignty in these seceding States—General ROBERTS contends that the proclamation of Mr. LINCOLN of April 19, 1861, cautioned England's government, by legal notice, that there was then rebellion in the Southern States, that it was simply domestic rebellion, that he was preparing to suppress it, and had ample power to do so. Under this condition of things, both in law and in fact, he reasons that the royal proclamation was an affront and defiance to our Government, a violation of national law, a direct interference with the domestic affairs of the United States, an offence of greater gravity and importance than the mere neglect of England to enforce the laws of neutrality, in permitting the building, arming, manning, and the sailing from her ports of the *Alabama*. On this ground he urges that the proclamation was the first and weightier offence against the Government—a calculated affront, and should be first settled—that the building of the *Alabama*, and other violations of national faith and good-neighborhood, under the laws of neutrality, that can be paid in "pounds and pence," can be adjusted afterward.

General ROBERTS denies that any acts of the Government, after the Rebellion grew into civil war, can be rightfully construed into an acknowledgment of a state of war within the meaning of a national law defining belligerent rights, and

claims that the cartel for an exchange of prisoners was simply an act of humanity on the part of President LINCOLN, to save Federal prisoners from starvation in Southern prisons, and that in a domestic civil war grown into unexampled proportions, mercy and religion fully justified the cartel, and yields to no foreign State any legal ground to assert that it acknowledged "belligerency or a state of war." The cartel was a consequence of a great rebellion and civil war; not an acknowledgment of war within the contemplation or scope of national law defining "belligerency," so as to admit or justify any interference from abroad. It was purely a domestic matter between a government and its own subjects, local in all its bearings, and could not be entertained, interfered with, or brought under notice by foreign powers.

So much by way of summary of this study of the international question involved in the *Alabama* discussion. The present disposition, however, on both shores of the Atlantic, seems to be to let the subject alone—to "indefinitely postpone" it, or, at least, to "lay it upon the table." And if this policy suits the English people, we also should consent to it. It may appear, at first, that, since England is the debtor, and the United States the creditor, delay cannot be the true policy of the latter. But there is reason to suppose that whatever money, if any, is due to our country in the *Alabama* affair, may safely run on interest, and will prove a good investment. The United States are now constantly increasing in power, and in ability to enforce any just pecuniary claims, and at a rate vastly greater than Great Britain—which Power, indeed, probably no more than holds her own among modern nations. Ten years hence, we shall, if all goes well, be in a position to remonstrate more effectually than now with the "mother country," against her unnatural deafness to the petition of her offspring. As for "going to war" on account of the *Alabama* claims, as England pretends, and possibly would desire to have us do, it would be the height of folly, at present. We have, as Lord STANLEY lately, with consummate shrewdness and statesmanship, reminded some of the "weak-kneed" in Great Britain, just emerged from a tremendous contest, and our Treasury is exhausted, while we have a great National debt—something to which we have not been accustomed. His Lordship suggested, somewhat satirically, that we were in no condition to go to war about a few millions of money, just at present. We say so, too, though we cannot see precisely why that is a reason for England's not settling the claims now. However, the fact remains the same; and the policy of the Administration has been understood to be the practical military one of not urging a settlement when delay may bring a better one, as we shall be better prepared to enforce it.

It is probable, therefore, that, in the event either of peace or war, delay will not injure us; and hence the news of the Parliamentary action in that direction was received here with little comment, but with much satisfaction. The truth is, that we are not now in so advantageous a position for considering these claims as is desirable, but, at the present rate of increase in the country, that difficulty will disappear, and we may take up the subject *de novo*. Meanwhile there is no reason why Great Britain and the United States should not be as amicable as ever.

THE enterprise of your genuine reporter stops at nothing, as is evident from the naive confession made by a reporter of one of the New York dailies, who was sent on a visit to the Cuban prisoners, at Fort Lafayette. While "our reporter," was conversing with the prisoners, an orderly approached Major Maynadier, and handed him a sealed package. The Major opened it and began the perusal of its contents. "The *Sun* reporter happened (?) to stand behind him at the time, and contrived to inform himself of the purport of the communication." A reporter who obtains his information in such ways, as this, could hardly be expected to have a very lively sense of those disagreeable necessities to which an officer is forced sometimes by the obligations of duty and honor. We are not surprised therefore, to find him soundly abusing a young officer, whom he calls "the Generalissimo," for discharging his duty without consulting the sensitive feelings of "our reporter." The officer referred to, Lieutenant Allyn Capron, First Artillery, was put in charge on the first night of their confinement, of

prisoners held under the authority of the United States Marshal, for an alleged violation of our neutrality laws. Lieutenant Capron knew nothing of these prisoners, and, as an officer of the guard, responsible for their safety he took the proper steps to carry out his orders. He is a young officer who has the reputation of doing his duty, and though this course may not always be the one most conducive to popularity, it certainly establishes a title to respect, which should save him from such sneering criticism as the *Sun* indulges in.

We have not disguised our sympathy with the Cubans and the Cuban cause, and we are sure that in this feeling we represent some of the best officers of our Army. But they cannot suffer their sympathies to control their duty, and must obey their orders and the laws, however distasteful the obligation laid upon them.

To the Editor of the Army and Navy Journal.

SIR: In behalf of a large number, if not nearly all of those who were prevented from attending the Reunion of the Society of the Army of the Potomac, recently occurring in New York, the writer enters an earnest protest against the selection made of a permanent president by those present on the occasion. With all due appreciation of Lieutenant-General Sheridan's distinguished services, and the warmest personal regard for him as a friend and comrade of "auld lang syne," in far distant scenes, his selection is deemed *mal apropos* and unfortunate. General Sheridan has no claim upon the Army of the Potomac, is no representative of its varied career, fortunes, misfortunes, views, aspirations, feelings, and wishes. He was simply with it, not of it, and that for so brief a period as scarcely to give him a claim even to membership. The president of this great and noble Army association should have been a man who was born with it in a military sense, fought with it, bled with it, or went through the valley of the shadow of death with it, shared all its glories, disasters, failures; who loved it with "a love passing the love of woman," whose heart, sympathy, and feelings were ever with it, and who never doubted its final and glorious success. General Sheridan is not that man, and his selection is an insult to the distinguished heroes who led that Army, in whole or in part, from its birth, through its baptism of fire and blood, to its final triumph and dissolution as an Army of the Republic. While giving credit to General Sheridan for his noble valor and patriotism, for his eminent and brilliant services wherever rendered, with the Army of the Potomac or elsewhere, let those of us who believe in justice and fidelity to our real, and true, and noble leaders, repudiate this at once, and demand an opportunity for a full, and fair, and free expression of the views and wishes of every member of our glorious Army. I suggest, therefore, that the Executive Committee, in behalf of those whose votes and wishes were not heard at the Reunion, call upon General Sheridan for his resignation, and that meetings be called in the cities of New York, Philadelphia, Boston, Washington, Baltimore, St. Louis, Cincinnati, Chicago, Louisville, and New Orleans, at an early day, to ascertain the real choice and preference of the members of the Army of the Potomac, and that those who cannot attend be allowed to vote by proxy or power of attorney. Unless this, or something like it be done, the Society of the Army of the Potomac will soon cease to exist, and the writer, for one at least, will not regret its decease, if its first step toward reunion is to be marked by base ingratitude and pusillanimous desertion of its many great and noble chieftains.

FIDES.

We publish this communication that we may avail ourselves of the opportunity it offers, to state some facts which should be understood by those members of the Army of the Potomac, who were not present at the meeting of the 5th of July.

In the first place, it should be borne in mind, that General Sheridan has been chosen to preside, not over the "Army of the Potomac," but over the "Society of the Army of the Potomac," an organized body of members, who have duly qualified as such, in accordance with the terms of a Constitution which was prepared with great care by a committee of officers who certainly did represent the Army of the Potomac. We can assure our correspondent that General Sheridan fully agrees with him in his opinion that "the President of this great and noble army association should have been a man who was born with it in a military sense, fought with it, bled with it, or went through the Valley of the Shadow of Death with it; shared all its glories, disasters, failures." So thinking, he threw the weight of his influence, and his vote, in favor of General Meade's election; the nomination of General Meade was made by General Sheridan, and the latter declined, at the start, to be considered a candidate in opposition to him. In spite of this declination, General Sheridan received a vote on the first ballot, which placed him second on the list, and, in the opinion of his friends, made it expedient for him to suffer his name to be used. The question as to the choice of one of the commanders of the Army of the Potomac, had narrowed itself down to a contest between the friends of General McClellan, and General Meade. Each had strong friends, but both had their equally earnest opponents. The vote for the two was very evenly balanced, and the anxiety of some on both sides to defeat one or the other, coupled with the great personal popularity of General Sheridan, led to his election. Those who were present at the meeting in Steinway Hall, had an opportunity for consultation which others have not had. In their judgment, it was expedient that General Sheridan should be chosen to preside over the inauguration of the Society. Having made this choice, it certainly would be a very graceful thing for the Executive Committee, appointed by the President they have elected, to call upon that President to resign his office, at the in-

stance of an officer who is not a member of the Society for which they are acting!

We pass over the statement of our correspondent, that the choice of General Sheridan was an insult to the leaders of the Army of the Potomac. It is conceived in bad taste, and will, we are sure, be withdrawn on reflection. The members of the Society of the Army of the Potomac, have the clear right to elect the humblest private in that army to office if they choose, and who is insulted if they do so? Another choice of officers, will be made in Philadelphia, on the 9th of April next. Meanwhile, let all who are really interested in the establishment of the Society, send their names to the Treasurer, General H. E. Davies, 61 Wall street, and qualify themselves to cast a vote for the men of their choice. We guarantee that the present officers will cheerfully resign their positions to others, whenever the Society shall ask them to do so, exerting themselves while they continue in office, to reduce the affairs of the Society to the best possible condition for those who follow them.

NEW Orleans advices declare that the United States revenue cutter *Wilderness*, while cruising in the neighborhood of Cat Island, fell in with two boats containing a party of officers from the Ship Island garrison, in tow of an immense devil fish, fit, in proportions, to be immortalized by Victor Hugo. The "party of officers" was headed, it further appears, by a Colonel Bliss, commanding the post in question, "an expert fisherman and whaler," who had been summoned when the monster was first discovered, near the garrison pier, "on the pier, close in shore, apparently asleep." A boat and crew were called, and the big fish was skilfully harpooned by the Colonel, but his majesty started off with the boat in tow; a second boat went to the rescue, more irons were skilfully planted by the Colonel, and, after an exhausting chase and contest of four hours, the cutter found the pursuers and pursued, three miles from the island, both pretty well used up, the big fish having dragged two boats, with six men in each, that distance before succumbing. The ship's tackle was put in use, and the specimen hauled up and landed on the beach. The *Picayune* says:—

On examination, he was found to somewhat resemble a stingaree, only instead of the head coming to a point, the space between the eyes (three feet), forming the mouth, was concave, the mouth itself measuring two feet in width; no teeth were visible. The tail was the same as a stingaree without the sting; the color was a dark brown, nearly black on top and white underneath; measured twelve feet from head to tail, fourteen feet in breadth, and two feet thick in the middle; his weight was estimated at from 1,200 to 1,500 pounds.

General Sherman lately roused the ambition and inflamed the ardor of the cadets at West Point by an account of the buffaloes, antelope, and other game to be had at the frontier posts; cannot the stingarees and devil fish of the coastwise garrisons now be added to the exciting list, and be presented vividly to the imaginations of the midshipmen, or at least can we not "tell it to the marines?" This sea-monster was worthy to be celebrated in another "Tollers of the Sea." Meanwhile, we are told that "the Sea Serpent" was seen on the night of July 4th, off Cape Ann, where he had probably appeared in honor of the day. He was "from 60 to 80 feet in length, lifted himself up out of the water a good length, and took things coolly." Here is a chance for northerly coastwise garrisons to rival their brethren of the Gulf.

A VERY valuable set of Ready Pay Tables for the use of our naval officers have been prepared and published by Mr. E. L. Talbot, late paymaster's clerk of the flag-ship *Colorado*, clerk to the fleet paymaster of the European Squadron, and now in the office of the paymaster of the United States Navy-yard, New York. These tables show at a glance the actual amount of pay for each division of time, from a year to a day, according to the various rates, less all deductions. They also include a table of francs and pounds reduced to dollars at the Custom-house value as fixed by law. These are the only tables that have been prepared for the use of all officers of our Navy, and they will be found of great value to those who have occasion to use them.

THE President has been visiting Long Branch during the past week, with his family. General Sherman has been attending the commencement at Dartmouth College, N. H., accompanied by his eldest daughter, and Colonel Audenried, of his staff. Lieutenant-General Sheridan has been visiting Newport. The old Army friends of General Grant will be glad to learn that the cares of his new official position have not affected his health unfavorably, as has been asserted. He has improved in health, and is more free than usual from the headaches to which he is sometimes subjected. General Rawlins has also improved in health, since he entered the War Department, and gains in weight so rapidly that he is reported to keep a daily register of his increase in aver-

ADMIRAL W. Bateman Dashwood, died suddenly at Geneva, on the 9th inst., in the 80th year of his age. He was a midshipman in the *Defiance* at the battle of Copenhagen, under Lord Nelson. In 1811 he was First Lieutenant of the *Active*, then commanded by the late Sir James Gordon, G. C. B., and when that officer fought and took the French frigate *Pomone*, after a desperate contest. When Sir James had his leg shattered by a cannon shot, Lieutenant Dashwood took command of the *Active* until he himself lost his arm, and the French ship finally struck to the third lieutenant. Captain Dashwood afterward, when in command of a brig, fought and captured two French privateers. In 1816, before our expedition against Algiers, Captain Dashwood was sent in the *Prometheus* to parley with the Dey, and to place our Consul and his family in safety on board his ship. This could only be effected by stratagem, as the Dey refused to let them leave the town. The Consul's wife passed the gate disguised as a sailor, but her child, which she carried in a basket, having cried as they passed the sentry, the party were pursued, and with difficulty defended themselves until they reached the boat of the *Prometheus*. Captain Dashwood then joined Lord Exmouth's fleet, and was present at the bombardment of Algiers.

THE late review of British troops in the presence of the Queen and Viceroy of Egypt was not in all respects, satisfactory to the military critics. Troops, it is said, which are accustomed to exercise in such a manner could have no chance in actual warfare against the lightly-equipped and rapidly handled troops of the Continent. The infantry of the guard advanced in splendid order and moved in solid and unbending lines, but "with a thorough contempt for either the artillery or riflemen of a possible enemy, to whom their slow and even manœuvres and solid formations would have offered a most excellent mark. No attempt was made to take advantage of cover; on the contrary, every opportunity appeared to be seized to expose the men to fire." Nor, it seems, were the infantry less kind to hostile cavalry. "So slowly and leisurely were the squares formed, that any horsemen against whom it would be worth forming square must have been among them before the formation was complete." Assuredly, adds the censor, the chivalry of those who direct the system of manœuvre in the British army, stands high.

THE London *Army and Navy Gazette* complains that the navy is getting the cold shoulder at Court. "Her Majesty gave a breakfast at Buckingham Palace on Monday last in honor of the Pacha of Egypt, and invitations were given to fourteen generals, sixteen colonels, and two majors, who represented the Army, while the only naval officer present besides the Earl of Lauderdale, who was there in his capacity of a peer and aide-camp to the Queen, was Staff-Commander Welsh. It is said that the Lord Chamberlain does not consult his Royal Mistress as to the invitations he issues, but uses his own pleasure, which certainly does not tend toward the navy."

COLONEL HENRY's book of "Military Records of Civilian Appointments in the U. S. Army," is now in the hands of the publisher, and will be ready for issue in a short time. The book will be of about 550 large size octavo pages, containing the records of 1,313 officers. Price \$5 00. Colonel Henry requests all officers interested to send to him, care of Carleton, publisher, New York City, the amount corresponding to the number of books desired. This will be put to their credit by the publisher, who will forward to their address when ready the books called for.

THE other day it was said, on the Boulevards of Paris, that Bazaine had received instructions to manœuver in the direction of Strasbourg with the view of showing Count Bismarck the celerity with which the troops encamped at Châlons, could reach that part of the South German frontier, picking up reinforcements from Metz and Nancy.

THE name of Major-General Alex. Shaler, Sixth Corps, should have been included in the list of the Executive Committee of the Society of the Army of the Potomac, which we published last week. By a clerical error, General Shaler's name was omitted from the list which we received.

THE Russian Government has given notice that during the time there is compact ice in the Gulf of Riga, the following signals will be made from the Lyser Ort Light-house: By day—a black ball will be hoisted on the flagstaff on the gallery; by night, in place of the fixed white light a red light will be exhibited.

A FORCE of Cubans under General Jordan are reported to have been defeated by the Spaniards, and General Jordan wounded.

SOME NEW BOOKS.

FIVE ACRES TOO MUCH. B. B. Roosevelt. (Harper & Brothers).

A very amusing narrative of the author's experience in farming near Flushing, L. I. Business men who imagine that the pursuit of agriculture differs from other callings in requiring less professional knowledge, and who are about to indulge their taste for a country life, should by all means provide themselves with this book. The financial reader will be pleased with the account currents which exhibit the yearly gains in dollars and cents; and the particularity and simplicity with which a certain milk skin is made to figure in the balance sheet of profit and loss, is especially charming. We would advise Mr. Roosevelt to have the second edition of "Five Acres Too Much" ornamented with a portrait of himself as a frontispiece, done in the same style of high art as are the wood-cuts in the volume before us.

PRINCIPLES OF SQUAD INSTRUCTION FOR THE BROADSWORD. A. I. Corbier, Sword Master of the U. S. Naval Academy. (J. B. Lippincott & Co.).

This book has been issued in a more attractive form than any exclusively military work we have seen of late, except General Meyer's "Signal Manual." The binding, type, and paper, as well as the illustrative cuts, are really beautiful, and the text itself, although brief, is comprehensive and explicit, fully supplying a want that appears to have been hitherto felt by naval officers. We regret that the author has seen fit to abandon the familiar and time-honored spelling of the word "sabre," which being purely French, has just as good claims to be retained uncorrupted in our language as "riposte," "quarte," "tierce," and many others, Webster to the contrary, notwithstanding, whose only authority for the innovation was his insane desire to produce uniformity by changing all terminations in "re" into "er." The present alteration of "sabre" with "saber," is offensive to good taste.

SIGHTS AND SENSATIONS IN FRANCE, GERMANY AND SWITZERLAND. By Edward Gould Buffum. (Harper & Brothers).

The interest with which the reader will peruse parts of this book will be heightened by the recollection of the recent and untimely death of the writer, who was favorably known as the author of "Six Months in the Gold Mines;" and also as editor-in-chief of the *Alta California* newspaper. A pleasantly-written narrative of a "Week in the Champagne District," with a word-portrait of the "Widow Clicquot," who, by the way, has so many admirers in this country; a chapter descriptive of "Trente et Quarante, at Hombourg;" two or three about Mont Cenis Tunnel and the "Distinguished Negroes of France," with sketches of wanderings here and there, but particularly through the Bernese Oberland, in the Catacombs of Paris, and among the tombs of Pere la Chaise, make up over three hundred entertaining as well as instructive pages, that are capital reading for this warm summer month.

[From the London Mechanics' Magazine].

NOTES ON THE ENGLISH NAVY.

By a recent Admiralty order, I perceive that governors are at last to be introduced in all twin-screw gunboats. Why the engines of light-draft ships with a single screw should be allowed to remain without such a necessary adjunct is beyond my power to explain. I can only attribute it to one fact, viz., men in power have so long run on in the same old-fashioned groove that they will not see the immense advantages which such an improvement confers. In former years, the far-famed *Himalaya* was constantly breaking some important part of her machinery, or flinging her propeller off, but since the governor was put on I am not aware that a single accident has occurred, and the engineer informed me that he felt no anxiety now in the heaviest weather. Often, when running before a heavy gale, have I watched the engineer on duty standing by the throttle-valve for hours vainly essaying to control the racing of the valuable machine under his charge. "She will tear herself to pieces" is a common remark at such a time, and if any one will take the trouble to compare the difference in the cost of repairs between equally-matched ships, one being fitted with a governor and the other not, he will find the engineer's remark perfectly correct.

Slowly and painfully is machinery making its way in the navy. The absurd idea still prevails that its introduction would leave the crew of a man-of-war nothing to do. It will indeed be a grand triumph of engineering skill when such a day arrives. But no man need fear that such a state of things would lessen the demand for human labor, although a higher degree of intelligence and education on the part of naval officers will be absolutely necessary in order to direct the management of such an elaborate machine as a highly-finished ship will be. Let no man deem that the day of good seamanship has passed away. So far from this being the case, I am of opinion that the demand for it is more imperative than before. In the battles of the old war, blunders escaped with impunity which would now cause the loss of a ship. It is, therefore, absurd to hear men say that the engineer and stoker will fight our future actions on the ocean. In an old *Times*, I have read the speech of his Grace of Somerset on the seagoing capabilities of these boasted American monitors (my views have been published long since). I find that he is of opinion that these ships are of the most dry and buoyant description, although their exposed deck is only

one foot from the water, and that such vessels are rather desirable places of residence for our seaman than otherwise. Such a remark reminds me of the recipe for feeding the poor which emanated from another noble duke some twenty years since. Where he gathered this information from I cannot imagine, for if he is really desirous of acquiring a correct account of their behavior in a seaway, I would refer him to the journal of one of the officers, published in the "Nautical Magazine," who, when crossing the North Sea, describes the feelings of the English pilot as he watched the green seas rolling overhead on the thick glass deck-lights. No doubt such vessels would be serviceable as coast defences, but they must be built of much stronger materials, and on very different lines to what they are at present, or they would succumb to a blow from the iron stem of an ordinary ocean mail-steamer.

It is a misfortune for England that so many of her great undertakings in shipbuilding should be decided by men who have no real knowledge of the principles on which a ship is built. For example, we take a venerable admiral from his snug London club, and give him command of a fleet of new ships. For years probably he has not been to sea at all, or troubled his head about the changes which science has wrought in the interim. Hence, the reports are so conflicting and contradictory about any particular type of ship, that builders are at a loss to guess what is required. No ship has ever been so much praised and condemned as the *Bellerophon*, and the consequence is that the public are ignorant of her true character; and I may add that professional men have gleaned nothing from the published accounts of her trials except a harvest of doubts. The same may be said of the Indian troop-ships. The *Army and Navy Gazette* spoke constantly of their high rate of speed, their exemption from rolling, and general seaworthiness; while another naval paper flatly contradicted these statements, and described their rolling in terms more applicable to iron-clads than ordinary ships. Of one thing, however, we are certain, and that is that their mean speed is painfully low, averaging from eight to ten miles an hour only, a rate which would ruin the reputation of any great steamship company.

I see by the papers that Admiral Hornby is about to commission the so-called flying squadron. Where are they to fly to? and when they reach their destination, what can wooden ships, armed principally with smooth-bore light guns, effect, supposing that an imperative demand for their services arises. I know that the bill for caulking alone will amount to no mean sum. It is true that such a squadron would be able to dictate laws to the maritime provinces of the republics of South America, or the islands of the Eastern seas; but we would not disguise the fact that complications of a grave nature are at our doors. Not long since, a member in the House of Commons said, "In the event of a war with a great naval power, our wooden ships must seek safety in flight." Yet, in the face of this danger, we increase the risk, and send a large portion of our force beyond the reach of the telegraph. I believe, however, that the first cruise of the flying squadron will be its last; the country must, therefore, be prepared to pay for experience on such an important arm of its defence.

SALARIES AND OTHER EXPENSES.

We believe very few people, even Democrats, can be found who complain that the President of the United States receives too high a salary. It may be interesting, however, in view of the propositions that have been made, looking to an increase in the same, to compare the salary of the Chief Magistrate of this country with those of the heads of other nations. The President of the United States receives \$25,000 per annum, or \$68 50 per day. The salaries of the different monarchs of Europe are given as follows by a German statistician:

	Per annum.	Per day.
Alexander II.....	\$8,250,000	\$25,000
Abdul Aziz.....	6,000,000	18,000
Napoleon III.....	5,000,000	14,219
Francis Joseph.....	4,000,000	10,050
Frederick William I.....	3,000,000	8,210
Victor Emmanuel.....	2,400,000	6,810
Victoria.....	2,200,000	6,270
Isabella II.....	1,800,000	4,643

Certainly the above exhibit does not show Uncle Sam very extravagant in comparison with his peers. But while none complain of waste in the matter of salary for the President, the expenses, especially of the War Department, are a constant text for the croakers of the "outs." We present below an exhibit of the population and war expenses of the principal powers. It will be borne in mind that the appropriation for the United States War Department is for a year, ending June 30, 1869, closely following the close of an expensive war, and during which an Indian war is in actual progress, while the other appropriations are upon a pure peace basis. They are as follows:

Countries.	Population.	Army Exp. per annum.
France.....	35,000,000	\$80,000,000
Prussia.....	26,000,000	40,000,000
Austria.....	36,000,000	55,000,000
Russia.....	74,000,000	93,000,000
Italy.....	24,000,000	30,000,000
Great Britain.....	29,000,000	85,000,000
Turkey.....	35,000,000	35,000,000
United States.....	35,000,000	33,570,150

The war expenses of the United States will, of course, be greatly reduced upon the completion of reconstruction and the suppression of Rebel outrages in the South, and the settlement of the Indian question. As it is, they are less than the regular peace expenses of the other seven countries named, while our population is equal to the average.

When we consider our rapidly increasing population, and the boundless wealth of our country yet to be developed, we see no cause for worry. While Great Britain can never hope to pay her debt, we of this generation may hope to see the United States owing no one. —*Dubuque (Iowa) Daily Times*.

FOREIGN ITEMS.

JAMES F. FARREL, commandant's secretary at the Mare Island Navy-yard, California, has resigned. Mr. Farrel was formerly Admiral Bell's secretary at the Brooklyn Yard, and also served with Commodore Worden, and now retires with an excellent record after eight years' service.

Mr. Bonehill, of Birmingham, has patented improvements in the Snider rifle which are said to increase its rapidity to the extent of from two to three rounds per minute by the saving of two motions, to increase its safety, and also to save discomfort in use, by removing the thumb catch.

SOME field-telegraph wagons have been sent from Chatham to Aldershot Camp. It is understood that these wagons will in future accompany the troops in their field movements, and that they will be under the superintendence of a non-commissioned officer for some years connected with the telegraph office at Aldershot, and who has recently undergone a course of instruction in field-signalling and telegraphy at Chatham.

At the request of Marshal Vaillant, Lieutenant-Colonel Weynaud has transmitted to the French Academy the account of the death of Captain Lacroix by lightning, during a severe storm which broke over the camp at Chalons on the 7th of May. The electric current appears to have proceeded from one of the iron balls on the summit of the tent to the head of the captain, who wore at the time a *kepi* with metallic ornaments, thence to the purse in the trousers pocket, and finally to the iron bedstead near which Captain Lacroix was standing. Death appears not to have been painful, and according to the post-mortem examination must have been instantaneous. On the forehead of the victim is a most perfect representation of a tent-buckle, so perfect that it was thought the captain must have been struck by it; the buckle was, however, found in such a position as to render this impossible. It was raining in torrents at the time of the accident.

THE instrument to be used in operating the French Cable consists of a small tube about four inches long, like a small telescope, about an inch in diameter. Midway in this tube is hung transversely, by a delicate silk fibre, a circular piece of mirror, across which is a fine magnetic needle. Around the tube is coiled the fine wire through which the magnetic current is sent—in this case a coil containing 20,000 circles, forming a wheel, if it may so be called, of about three inches in diameter. There are two keys, and when one is touched it causes the needle to swerve to the east, and when the other is touched it causes it to turn to the west. Of course, in this motion the mirror is turned with it. Facing the mirror, and two or three feet from it, is a box containing a bright light, with a mouth like a photographer's camera, directed toward the mirror. The light is then thrown upon the mirror and reflected from that upon a wall, upon which there is a perpendicular black mark. Upon this mark, when the instrument is not in operation, the perpendicular line of light from the mirror rests perfectly still. When one of the keys is touched, and the magnetic needle is moved, it, of course, moves the mirror with it, and the reflected line of light upon the wall is moved to the right or left of the black mark. One of the keys reflects it to the right and the other to the left. The Morse alphabet is used, omitting the spaced letters, or those where two dots or two dashes come together. A movement of the light once to the right of the black mark is a dash, and to the left a dot. This is the whole of the machinery by which messages are sent across the Atlantic. The battery required is very small, and a thimbleful of acid and metal will work it.

A MAN of thirty, weighing on an average a hundred and thirty pounds, can drag, according to Regnier, only a hundred and twenty pounds. The proportion of the weight drawn to the weight of his body is no more than as twelve to thirteen. A draught-horse can exert only for a few instants an effort equal to about two-thirds of his own proper weight. The man therefore is stronger than the horse. But, according to Plateau, the smaller insect drags without difficulty five, six, ten, twenty times its own weight, and more. The cockchafer draws fourteen times his own weight, and more. Other coleoptera are able to put themselves into equilibrium with a force of traction, reaching as high as forty-two times their own weight. Insects, therefore, when compared with vertebrates, which we employ as beasts of draught, have enormous muscular power. If a horse had the same relative strength as a donkey, the traction it could exercise would be equivalent to some sixty thousand pounds. M. Plateau has also adduced evidence of the fact that in the same group of insects, if you compare two insects, notably differing in weight, the smaller and lighter will manifest the greater strength. To ascertain its pushing power, M. Plateau introduced the insect into a card-paper tube, whose inner surface was slightly roughened. The creature perceiving the light at the end through a transparent plate which barred its passage, advanced by pushing the latter forward with all its might and main, especially if excited a little. The plate pushed forward acted on a lever connected with an apparatus for measuring the effort made. In this case, also, it turned out that the comparative power of pushing, like that of traction, is greater in proportion as the size and weight of the insect are small. Experiments to determine the weight which a flying insect can carry were performed by means of a thread with a ball of putty at the end, whose mass could be augmented or reduced at will. The result is that, during flight, an insect cannot carry a weight sensibly greater than that of its own body. Consequently, man, less heavy than the horse, has a greater relative muscular power. The dog, less heavy than man, drags a comparatively heavier burden. Insects as their weight grows less and less, are able to drag more and more. It would appear, therefore, that the muscular force of living creatures is in inverse proportion to their mass.

AQUATICS.

The Editor requests correspondence in relation to boating matters in all parts of the country; particularly as to the organization of clubs, as to regattas and races to come off, and all other facts of interest. Letters should be addressed to the Editor of the ARMY AND NAVY JOURNAL, Box 3,201, New York.

THE CHANCES OF THE HARVARDS IN THE INTER-UNIVERSITY RACE.

THAT the chances of success are rather against the Harvard crew in the coming race on the Thames, the most sanguine must admit. That their defeat is already assured, no thinking man will, at this early day, venture to assert. It has been urged, in support of the negative side of the question, that, other things being equal, a strange course and the probability of unfair treatment at the hands of our English cousins are, of themselves, reasons enough why the American crew cannot possibly win. But in this view of the case, we cannot fully coincide. On the contrary, a moment's attentive consideration of all the facts in the case, will discover that the insuperable difficulties suggested have an imaginary, rather than a practical existence.

Admitting the fact that the Thames, particularly that portion of it between Putney and Mortlake, offers a racing course at once difficult and perplexing, it does not necessarily follow that its difficulties cannot be obviated and its perplexities mastered by a reasonable exercise of care and study, such as there is every reason to believe, the Harvard crew will bring to bear in the premises. It has rarely, if ever happened, that the beaten crew in an inter-Anglo-American race has attributed its defeat solely to the Thames itself. They, crews, like ours, rarely hang together for more than two years, and still more rare is it for the same coxswain to steer a boat in more than one of the annual races. It necessarily follows, then, that a new man, with little or no previous knowledge of the course in question, is brought forward as a coxswain, who has to learn in a comparatively short time, all that is necessary to be learned. That this is not such a bugbear as the popular idea is apt to make of it, the fact that Cambridge uses the Putney-Mortlake course only when in actual training, sufficiently indicates. Why, then, suppose that the American crew, which every one will concede is possessed of at least equal intelligence and powers of adaptation to circumstances with their English rivals, will come to the starting post under the disadvantage alluded to? Six weeks yet intervene before the proposed race takes place. If, in that time, the Harvard crew cannot thoroughly inform themselves on all the necessary points of tide, eddies, and other peculiarities of the Thames water, then the fault will be wholly their own, and they alone should bear the blame. There are, a hundred courses in this country to which, in intrinsic peculiarities, the Putney-Mortlake course bears no comparison, and these same courses have been witnesses to many important and closely-contested struggles. But who ever heard of defeat being attributed to the water itself when the crews interested had the benefit of six weeks previous training acquaintance with it?

As regards the Harvards being prevented from winning by any outside interference, we have no right to entertain the idea seriously. There is, on the contrary, every reason to believe that they will receive equal treatment with the Oxford crew. Hamill went considerably out of his way to show his appreciation of the fair play extended him in his contest with Kelley, and his race was of a far more purely inter-national character than the one to come off next month. Besides, the American crew have a remedy which, in case of accident, they can and will apply. That is, to stop rowing the moment that any signs of foul play manifest themselves. In such case not only would the Oxonians feel themselves bound to row the race over again, but popular opinion in both countries would demand it.

There is one point in particular which does not seem to be very generally understood, and that is the status, as oarsmen, of the two crews. The Harvard crew, though nominally amateurs, are, in reality, professional oarsmen. Their record, unequalled here or elsewhere by that of any similar organization, is more than brilliant enough to rank them high in the list of the best associations in the country. Their best time has never but once been beaten, and then defeat came only at the hands of the, at that time, finest professional crew in the country.

The Oxford crew, on the other hand, have been beaten twice this year; once by the Radcliffe Club, at the Henly Royal Regatta, and later, by the London Club, at the Pangbourne Regatta. In another race they beat the Eton school crew by only three quarters of a length, a virtual defeat under the circumstances.

These double events establish, beyond question, the fact that they are not, by long odds, the best amateur crew in England. In sending the Harvards, then, to compete with the picked four from Oxford, we are, in reality, pitting a tried, first-class, professional crew against an exclusively amateur crew, who, from having suffered defeat at the hands of amateurs, can hardly be credited with a first-class reputation. Is, then, the superiority of the English over the American oarsmen so firmly established, that we should put a second-class, amateur crew in the one country on a footing with almost the best professionals in the other? The admission would be simply disgraceful. Already a strong reaction is setting in in the public mind. The betting, that infallible index of the workings of popular thought, shows it is unmistakably. From ten to one the odds have fallen, at a single jump, to almost even money. There must be a reason for this, and that reason must come from some remarkable and radical change from the previous condition of affairs. The thing lies in a nutshell—the late victory on the Charles River. Had the Harvards been defeated on that occasion the English crew would have been backed at any odds. But they were not beaten, and their victory had its legitimate result in placing them in the betting on a par with their rivals. If their triumph, then, over crack professionals, and when they were in but moderate form, was an easy one, what may we not expect when they row up to the judges' stand, on the 23d of August next, in the pink of condition, and to compete with an already twice-beaten crew?

It is an old boating maxim that weight, when not fat, tells heavily in a long race. But an eminent English authority has prescribed a limit within which, to be effective, it must fall, anything materially in excess being a drawback instead of an advantage. The maximum of weight he puts at one hundred and sixty-five pounds.

Now, on this hypothesis, the Harvards show a decided advantage over the Oxford crew, for although the aggregate weight of both crews is very nearly the same, yet compared with each other individually, man for man, a great discrepancy exists.

Time, who pulled second oar in the late race when Oxford suffered defeat, rowed at fourteen stone, or one hundred and ninety-six pounds. It was said, at the time, that he was a little unwell, and in poor form, but it is not likely that he could bring himself down to

less than one hundred and ninety pounds under any circumstances. This weight must be excessive. It more than offsets his Herculean strength. Were he to exert this latter to the utmost, it would effect that the stroke side of the boat would be overpowered, and the coxswain would be called on to aid them with the rudder.

The disastrous effects of this every boating man will see at a glance. Another, by no means inconsiderable objection, lies in the fact that the weight will be unequally distributed, and a strictly "level keel" put in jeopardy. The English crew may also not like to throw Time overboard, on account of his being their best "Varsity" oar, and, so far as the Harvards are concerned, it is to be hoped that they will not do so, but it does not alter the fact that, in retaining him, they are violating a long-established and approved maxim, and are materially crippling their chances of success.

It will thus be seen that the prospects of our crew are not quite so desperate as, on first thought, they would appear. Every day develops points more and more in their favor, which, in our opinion, more than counterbalance the objections of a strange course and the possibility of foul play.

The gullant "Four" are now in England and on their training grounds. Under the judicious management of their able captain, aided by the suggestions and criticisms of the English boating monde and the press, we shall expect to hear of constant improvement being made in their style and form. Both will admit of changes for the better. They have taken with them a capable training staff and an experienced boat-builder, so that, thus far, the outside elements of success are good. The rest will depend on themselves. Until, then, we receive news of some material change for the worse, or of the actual defeat of the Harvards, we shall do more than hope for victory—we shall expect it.

THE PROGRAMME AT WORCESTER ON THE 23d.—The citizens of Worcester, at a public meeting held on the 17th inst., voted the following prizes, to be given to the winning boats on regatta day: A flag and \$75, four-oared shell race; to the second boat \$50, and in case of four entries, \$25 to the third; for the four-oared lapstroke race, first prize, \$50, and in case of three entries, \$25 to the second. The races will be of three miles each, and every boat will be obliged to carry a colored flag to designate it during the race. The following is the programme as now arranged: Thursday—Annual concert and a ball at 8 o'clock p. m. Friday—Base ball match at Agricultural Park, at 10 o'clock a. m.; four-oared lapstroke race for Worcester boats; six-oared shell race between the freshmen crews of Harvard and Yale; four-oared race for Worcester shells; the college race, Josh. Ward has the Yale University in hand, and gives a good account of them. Being heavier than the Harvard crew they are the favorites in the betting. All the college crews to take part in the regatta were hard at work on Monday. The Yale men anticipate a double victory. Their University crew averages about the same as the "International Four"—163 lbs. The crew is made up as follows: Stroke, George Drew, Maine; William A. Copp, Mass.; William H. Lee, Ill.; David McCoy Bone, Ill.; Edgar D. Conoley, N. Y.; bow, Roderick Terry, N. Y. This crew is the same as last year with the exception of Conoley and Bone. The boat they will use is an "Elliot," 53 feet long, 21 inches wide, and weighs 172 lbs. Both the Yale and Harvard crews were disappointed in not getting the paper boats they had contracted for. One was actually furnished the Yale crew, but the maker having ignored the instructions given him about the lines and some other essential points furnished by the Yale architect, it failed on the first trial. Josh. Ward has trained the University crew to pull only thirty-eight strokes to the minute, which, on a spurt, will be increased to about forty-two. They have also had their oars made longer than those previously in use. The present ones measure 12 feet 6 inches each. Those of the Harvards 11 feet 10 inches. This increase in length will account for the reduction in the number of strokes to the minute. The Yale freshmen crew consist of the following men: John P. Studley, stroke, Conn.; William L. Cushing, Maine; Francis G. B. Swayne, Ohio; Elbert H. Hubbard, Iowa; Francis L. Hall, Ohio; Lucius S. Boomer, bow, Ill. The average weight of this crew is 155 lbs. They also row with longer oars than heretofore. Like the University crew they are the favorites over the Harvards, and will come to the starting post with much better chances of success. No pains have been spared to perfect their condition and style. The Harvard "University" crew are located at Mr. Prentice's. Their names are: Francis O. Lyman, stroke, Haw. Island; Theophilus, Parsons, Mass.; Jos. S. Fay, Jr., Mass.; Grinnell Willis, N. Y.; George J. Jones, Mass.; Nathaniel G. Read, bow, Mass. Their boat was built by Elliot, and weighs 207 lbs. It is 52 feet long and 23 inches wide. Their constant stroke is forty to the minute, spurring as high as forty-five. The average weight of the crew is 151 lbs., 12 lbs. less than that of Yale. This fact, and the difference of boats, it is thought, is almost certain to lose them the victory. Their training has not been as complete as that of the Yale men, and they have pulled together only four weeks. While determined to do their best they have little hopes of success. The Harvard freshmen crew are: R. L. Russell, stroke, Mass.; Alanson Tucker, Mass.; W. C. Loring, Mass.; Eugene Treadwell, N. Y.; G. H. Gould, N. Y.; Henry St. John, bow, Maine. They have an Elliot boat weighing 165 lbs., 53 feet long, and 19 inches wide. Their average weight is five pounds less than that of the Yales. Visitors are arriving by every train, and the attendance promises to be as large as it ever was. Owing to the fact of our going to press early, and the delay in telegraphing the result of the race, we are compelled to defer our account of it until next week.

THE BLEW-SINDERS FIASCO.—On Sunday these two parties, whose previously announced race came to such an unexpected standstill, met again on the course off the Elysian Fields, to compete for a stake in which Blew was said to have deposited \$240, and Sinders \$300. The distance was five miles, and the water and day gave promise of fast time, which, however, was by no means the case. It was, evidently, a put-up affair, though the large concourse of spectators staked their money on the result, just as if such a thing as a "job" and a "swindle" were impossibilities. At the start Sinders took the lead, but was soon passed by Blew, who, in turn, fell back again until near the upper stake boat. Here Sinders fouled the judges' boat and refused to turn it, a most unaccountable proceeding, and one which plainly evinced the "put up" nature of the affair. Again, on the home stretch he fouled Blew, and although he crossed the score a long distance in advance, the race (it) was awarded to Blew.

An accident occurred on board the accompanying steamer, John Chase, by which three "spirited" youths were precipitated into the water. They were rescued without loss of life.

This affair, disgraceful in itself, was made doubly odious by having taken place on Sunday. If base-ball, cricket, and the like are prohibited on Sundays, why should public rowing matches between professional gamblers be tolerated? Let it be hoped that there will be no repetition of such a thing in the future.

REGATTAS TO COME OFF IN NEW YORK WATERS.—Business meetings have lately been held by nearly all the clubs of the Hudson Amateur Association, at which arrangements were made in connection with the annual club regattas which take place in the months of August and September. The present season has already been, by far, the most busy one in boating annals, and the future offers a programme even more crowded and brilliant. We are daily called on to announce numerous matches and regattas to come off at all points over the country. We are indebted to Mr. Hashagen, President of the Columbias, for the following:

The regatta of the Columbia Boat Club will take place Wednesday, September 1, 1869. There will probably be two races, one for the champion belt, single sculls; also an eight-oared barge race, for a prize not yet decided on.

The entries for the single scull race for the belt, will be as follows: Van Raden, O'Neill, Martin, and Sielken.

There will also be a single scull race for a prize valued at \$25—a badge—for which the following entries are made: Ketchum, Knight, McIndoe, Logan, and Earwicker.

Ketchum and McIndoe row a three-mile race on Saturday, July 24, at 4 o'clock p. m.

A single scull race has been arranged between G. M. Young, of the Columbias, and Loese, of the Atalantas, to take place July 31st, at 4 o'clock p. m. All the above events to take place on the "Association" course.

WALTER BROWN AND J. TYLER, JR.—These noted oarsmen arrived in New York last week, en route for England. They have determined to risk the chance of an acceptance of their challenges to row Renforth singly, or any two men in the world, and will take passage on the steamer of the 30th for Liverpool. Tyler has been for several days past in Troy, superintending the building of the two single and one double scull paper boats, which are under way in Waters' shop, and which they will take out with them on the steamer. Tyler, who seems to be the business man of the firm, predicts an easy victory for Brown in case of a match with Renforth. What ever races they may effect will take place about the 20th of September. It is thought that, in case of a double scull race, Renforth and Kelly will form the English two.

THE ATALANTA CHAMPIONSHIP.—In the coming Atalanta regatta on the 3d of August, there will be one race with two prizes, for which the following entries are positively announced: Withers, Mainland, Springstein and Loese. Several other entries are anticipated. The champion belt is considered a certainty for Withers, the others really competing for the second prizes only. The Hudson River, at the Association course, daily presents a lively scene. Six-oared gigs and double and single scull pullers are beginning training in preparation for coming events. The local oarsmen seem determined to bring back the champion flag of the "Hudson River Amateur Association" from its present resting place at Albany, and will spare no effort to regain it. The Mutuals now hold it. No answer has, as yet, been returned to the challenge of the Atalantas to the Schuylkill navy of Philadelphia. The Baltimores have declined the proposition on the ground that they are not ready, just now, to make matches of any kind.

ARRIVAL OF THE HARVARD CREW IN ENGLAND.—The telegraph flashes the arrival of the Harvard crew in London on the morning of the 20th—last Sunday. By this time they are in active training for the great race, which has been set for the 31st of August. Visitors and all outsiders will be rigidly excluded from personal communication with the crew, at their headquarters on the Thames.

THE PUTNEY-MORTLAKE COURSE.—We have lately received a letter from one of the leading English boating critics, in which he advises us of his determination, in connection with others, to endeavor to persuade the Harvard International crew to refuse peremptorily to row their coming race on the Putney-Mortlake course. He says that it is not the won't but the can't of the English authorities to keep the course clear. Query—Would the authorities in this country find it impossible, on an emergency, to keep the Hudson River clear for the space of half an hour? We are inclined to think not.

THE PRIZES IN THE SAVANNAH, GA., REGATTA.—The prizes won in the late Savannah regatta were presented to the successful crews on the afternoon of the 7th inst. Colonel John Screven, Vice-Admiral of the Regatta Association, made the presentation speeches which were happily replied to by the coxswains of the different crews. The prizes in the tub race consisted of a silver butter tub and bar of soap, of which Messrs. Sullivan and Bradley were the proud recipients. The King Cotton bore off the champion pennant of the Association, an embroidered silk flag attached to a handsome cherry wood staff, five feet in length. A large number of invited guests attended the presentation of the prizes.

A CHAMPION CREW.—A proposition has been advanced to collect a crew from among the American professionals which shall compete with the St. John's, N. B., crew, or any other crew in the world. By all means let the effort be made. It is deserving of success, and will, we think, attain it. In connection therewith we would suggest the following: Walter Brown, John McKiel, Coulter, Randall, Josh. Ward, and John Tyler, Jr. In the event of a four-oared race, Brown, McKiel, Coulter, and Ward might form the crew proper, with Randall and Tyler as substitutes. Hamill may be quite as good a man as several of the above in a single scull race, but we are inclined to believe that he would find it next to impossible to adapt his style to that which Brown and Ward would suggest.

POTOMAC BOAT CLUB.—On the 13th inst. this Club held its first regular meeting in Georgetown. A Constitution and By-laws were framed, and the following officers chosen for the present year: President, Malcolm Seaton; Vice-President, Thomas A. Ritchie; Secretary, John M. Waters; Treasurer, John B. Donnelly; Coxswain, G. H. Fox. A committee was appointed to procure suitable boats, accommodations, etc. This Club comprises some of the most prominent gentlemen in the District of Columbia, and bids fair to speedily attain a high point of eminence.

SKIFF RACE AT MOBILE, LA.—A match race, for a small stake, came off, some three weeks since, at Mobile, between the skiffs Major Wyley, Kate, and Skin. The boats started from the salt barge in the lower part of the city, and sailed twice round the first barrel stake, near the obstructions, a distance of four miles. The Wyley came in victor, beating the Kate about half a length, the contest between the two boats, during the whole race, being very close. "The Skin was knocked sky-high," to use the language of our correspondent, "as she deserved to be for having such a name, and was left completely in the lurch, being nowhere." The race proved very interesting, its novelty affording much sport to the large number of persons who witnessed it.

THE DETROIT RIVER NAVY.—This enterprising association has just held its first review of the season. A great many were present to witness the affair, which, though not as complete as had been expected on account of the small turn out of the navy, was, nevertheless, a fair success. The ten-oared barge Ontario led the advance, followed by the Camilla, the shell Detroit, Campau's four-oared lay

streak, the Plass brothers' *Banner*, and several others. A small fleet of accompanying craft was in attendance. The day was overcast and rain fell.

EXCITING RACE ON THE HUDSON BETWEEN JAMES WHITE AND R. B. DEELY.—DEELY THE WINNER.—A more beautiful day than Thursday for the carrying out of an aquatic programme, could hardly have been selected. As if in approbation and encouragement of the mainly scene then presented, nature looked her brightest from the skies and upper world, and old father Neptune, as if in kindred spirit, ploughed his impetuous way through the more distant of his domains, leaving, for once, the fair surface of the Hudson to an unruffled and grateful rest. The human world also evinced its interest in the proceedings by the host of gazers that lined the water's edge and crowded the wharves, steamers, and the smaller craft, that the announcement of the race had brought together. The contestants are well-known in the amateur boating world of New York. Deely is at present the champion oarsman of the *Gulicks*, having won the coveted badge, several weeks since, from a field of four others. White has pulled in several matches, and is considered a strong, though by no means showy, oarsman. His two last races were with Ed. Smith, of the *Atlanta*, one of which he won and the other he lost. The present contest was to decide the relative superiority of himself and the present champion, R. B. Deely, his not having participated in the championship race leaving it an open question. The two parties were considered so nearly a match that the betting was unusually lively. White backing himself in one bet for \$500. In temperament both men were thought to be pretty much alike, and the opinion obtained universally, that whoever should turn the stake-boat first, would win the race; looking as if, at a critical moment, the behind man would lack the necessary grit for a rally. After taking the preliminary "breathings," in which Deely showed to decided advantage, the men were called into line. Both looked well and fresh, and had evidently been painstaking in their training. Judges and a referee were chosen, after a little delay. The former were, for White, B. Biglin, for Deely, J. Waterson; referee, H. S. Truax; time-keeper, G. Springstein. The steamer *P. C. Schultz* accompanied the contestants throughout the race.

Deely won the choice of position and took the outside. The scud off was in favor of Deely, whose boat showed almost a length in front before Whites sculls took the water. The entire race was an easy thing for the former, who pulled as he pleased, though now and then allowing his opponent to come up within a boat's length of him, only to open another gap. At the old dock Deely led by four lengths, and at the stake-boat which he turned very leisurely, a length and a half.

The pace home was slow, Deely contenting himself with barely keeping ahead, except when a shout from his friends on the steamer would cause him to let out a little. White spurred gamely at the finish, though to no effect, Deely crossing the score a good ten lengths in advance, with plenty in hand, and having hardly extended himself once during the race.

The time of the winner was 24 min. 34 sec. White came in 15 sec. later. Had there been a necessity for it, there is no doubt but that Deely could have beaten this time a good minute. The betting was in favor of Deely at odds of four to one.

For a wonder, the time of the time-keeper was not questioned by any one. In view of this fact we would recommend, Mr. Springstein for that office on future occasions. The prize was a badge valued at \$100.

This race settles the fact that White has been a much overrated man. It is highly probable that with it closes his boating career. The affair, as a whole, passed off delightfully.

ENGLISH ADVICE TO THE AMERICAN "FOUR."—Our English correspondent, Mr. H. F. Wilkinson, a prominent boating critic, writes us as follows: "They (the Harvards) seem to be strong men. Warn them against being over-trained and stale. That is what they will have most to fear, having been at work so long beforehand. I also hope that your crew will insist on the race being rowed on the Eau Brink Cut, at King's Lynn, where there can possibly be no steamers." To both of these suggestions we lend a willing ear. There is really danger that the Harvard crew in their anxiety to attain the "pink" of condition, may overshoot the mark and train down to a point too fine, and collapse before the race is half over. They have not to reduce their weight much, so that any very violent exercise outside of their boat would be not only unnecessary but positively dangerous. We hope that Captain Loring will see to this, and shape his course in conformity with such really good advice. About their being able to effect a removal of the course to some point outside of the London district, we are inclined to doubt. The Putney-Northlake course has now come to be regarded with a peculiar and traditional reverence by the English *marces*, whose wishes in regard to such matters have so much the force of law, that it would be difficult to oppose them.

CHINESE FEET.—Racing dragon-boats is a favorite pastime at Foochow, China. A correspondent says it is done as follows: The boats were, some of them, sixty feet long and not more than three wide. In a boat like this a hundred men were seated, each with an oar, and, at a given word, all started off, each one yelling his utmost. The boats flew like the wind, and, with their dragon heads beautifully carved and their dragon tails ditto, presented a fine appearance. One boat during the race broke in two, and thirty Chinamen were drowned. It created no sensation whatever. "Maskee no make mucher that thing; plenty more likee."

Since the appearance of the above in our last issue, we have received a communication from a JOURNAL reader in Chicago, in which he makes the following comments in connection therewith: "Accompanying slip is cut from your paper of 17th inst. Sixty feet, by three feet!! About the size of a club barge on the Hudson, which pull from 8, to 12 men. In China, 100 oars!! How those Chinamen must have shrunk to get 100 into a common barge."

[It is evident that our correspondent knows little of China or the Chinese, or it would have been apparent to him at once that the dimensions he criticizes are given in Chinese feet, and Chinese feet, as every schoolboy knows, are very different from English feet.—ED. ARMY AND NAVY JOURNAL.]

WALTER BROWN CALLS McKiel the best single scull oarsman in the country, after himself.

FELTON, of the Paris crew, in the four-mile single scull race at St. John's, N. B., on the 14th inst., beat Morris something like four minutes.

The races between Le Roy of the *Shatemuc* and Fearon of the *Vesper*, and Ameling and "any member of the Vesper Club save Fearon," seem to have come to a standstill. Judging from present appearances they are "off" entirely.

A MATCH, for \$100 a side, is announced to come off between John Best, of Hudson, N. Y., and Wm. Stevens, of Poughkeepsie.

MATCH BETWEEN JAMES HAMILL AND HENRY COULTER.—A five-mile race in shell boats, has been arranged between these first-class professional oarsmen. Articles of agreement have been already drawn up, and the parties are now subject to its conditions. Five hundred dollars a side have been staked. The race is to come off at Pittsburgh, August 7th, at 4 o'clock P. M., fair day and track. Hamill has expressed a wish to row Walter Brown in case he is successful in his race with Coulter.

We are requested to state that it was George Roahr's boat which won the race at Portchester some two weeks since, when Handy beat Martin. An unintentional mistake on our part made it appear as the work of another builder.

REGATTAS AND MATCHES TO COME.

JULY.

- 24.—Ketchum and McIndoe, three miles, single sculls, Elysian Fields.
- 31.—Losee and Young, three miles, single sculls, Elysian Fields.
- 31.—Maitland and Lawrence, single sculls, Connecticut River.

AUGUST.

- 3.—Championship of the Atlanta Boat Club, three miles, Elysian Fields.
- 3.—Bayonne Yacht Club, New York Harbor, twenty miles.
- 4.—Hayden and Perry.
- 17.—Toronto Rowing Association, Toronto, O. W.
- 17.—Hamill and Coulter, five miles, Pittsburgh.
- 19.—McCarthy and Halesley, four miles, Harlem River.
- 31.—Inter-university race, Harvard and Oxford, the Thames.
- Atlanta Club of New York and Schuylkill navy, Philadelphia.

SEPTEMBER.

- 1.—Regatta of Columbia Boat Club, Elysian Fields.
- Regatta of Hudson Amateur Association.
- Regatta of Hackensack and Paterson Club.

THE NATIONAL GUARD.

GOOD SOLDIERS VS. GOOD FELLOWS.—Major-General Shafer, commanding the First division of the National Guard, has received a certified copy of the resolution passed at the meeting of the Society of the Army of the Potomac, complimenting him and the officers and soldiers of his command for the "very handsome review" given by the First division in compliance to that Society on the 5th inst. This resolution was passed at the instance of Major-General Meade, and was, as a whole, well deserved. It was apparent, however, to the officers who witnessed that review that some of the old errors which once interfered so seriously with the soldierly character of so many regiments of the National Guard are again making themselves apparent. It was apparent that many officers, and even some officers command of companies, had been elected on the old system of good fellowship, and not in deference to their soldierly acquirements. In their general appearance, their "make-up" and their "set up," there was an air of "how not to do it" that was anything but pleasant to the practised military eye. The sort of *bonhomie* by which these men have secured their positions was much in vogue before war had taught us new lessons as to the duties and responsibilities of soldiers. In peace times men will pass muster who could not stand the severer tests of actual service. It is important, however, to remember always that all military organization and all military training is with reference to the service of war in some form. All military organizations that do not govern themselves in the selection of their officers with strict reference to soldierly qualifications will soon find themselves in a condition which renders them worse than useless. The regiments and companies which are negligent in these matters can be readily distinguished, not only by the appearance of the officers, but by a want of attention on the part of the men, by their want of steadiness, and an air of carelessness about them which is more becoming a school-boy soldier than a member of the National Guard. If a military organization is desirous of excelling as such—and this constitutes its only claim to existence—it should make discipline and soldierly qualities its first titles to respect and confidence.

Good fellows are very well where they belong, but good soldiers are what is required to maintain either company or regimental organization at a proper military standard.

May we express the hope that in the future officers will be elected as such, solely for their soldierly qualities; and that good fellows, unless they are equally good as soldiers, and can make a point or two before the Examining Board if called upon, will remain in the ranks, where they properly belong, until they can wear the shoulder-straps with credit and justice to themselves and to their organizations.

NINTH INFANTRY.—A grand promenade concert and hop is to be given on the 27th of July by the officers and members of the Ninth Infantry to the ladies of Stamford, Conn. Two meetings have been held at Stamford; one by the authorities, last Monday night, for the purpose of giving the regiment a reception; and another meeting was held by the citizens and visitors and guests of the hotel. The members of the Ninth have many friends at Stamford who are in eager expectation of their visit. Friends of the regiment from Port Chester, Rye, Darien, Norwalk and Greenwich have applied for tickets for the affair, and the people of Stamford promise the regiment a time long to be remembered, as the place is thronged with visitors, and necessarily very gay.

The members of the command who intend to participate in the excursion to Stamford, are notified to appear at the armory on Tuesday, July 27th, at 6 o'clock A. M., in full-dress uniform (white gloves). Participants, both officers and men, will meet at the armory, at 8 o'clock P. M., on Friday, July 23d, in fatigue dress, for practice and instruction, preparatory to the excursion. The regiment will embark on the steamboat *Stamford*, which has been chartered for the occasion, from the foot of East Twenty-sixth street, at 7 o'clock A. M. precisely.

FIRST REGIMENT ARTILLERY.—Pursuant to Special Orders No. 18, dated Brigade Headquarters, July 14th, Batteries A, D, F and I of this regiment will parade (dismounted) in full uniform, armed and equipped, on Wednesday, August 11th, proximo, for special inspection. Line will be formed in the regimental armory, corner of Elm and White streets, at 12½ o'clock P. M. precisely. Attention is directed to the provisions of General Orders Nos. 18 and 21, series of 1868, from General Headquarters State of New York, as a strict compliance with them will be required.

The above inspection will be held by the brigade inspector for the purpose of ascertaining the proper condition, discipline, and, also, general appearance of these batteries, as regards uniforms.

TWENTY-SECOND REGIMENT.—The members of Company C, were ordered to assemble at the armory, in the old full-dress uniform, white pants (without leggings), white gloves, on Thursday, July 22d, at 7 o'clock P. M. sharp, for parade, to receive and escort Company B of this regiment, on their return from their excursion to Rye. Members of other companies were invited to parade with this company on this occasion. After receiving Company B, the battalion marched from the Twenty-seventh street depot, through Madison avenue to Thirty-second street, to Fifth avenue, to Fourteenth street, to the armory.

In the resignation of Colonel Remmey, whose active exertions in behalf of his command was already producing excellent results, this regiment loses its third colonel in the short space of three years. It is unfortunate that this organization should be subject to such constant changes of officers. It must tend to check the interest of the members, and give an uncertainty to the regimental administration, which ultimately in a looser discipline and a lack of compactness. A change of commanders, of course, may benefit a regiment, when a good officer replaces a bad, but frequent changes are undesirable always. In the case of Colonel Remmey, it is the loss of an officer who had advanced from the ranks in a steady progress, and had won the entire confidence of his command. Though Colonel Remmey's resignation is unfortunate, yet there are in the field of the regiment, two officers fully competent for the positions which will naturally fall to them; these officers are Lieutenant-Colonel Porter and Major Camp, and they will without doubt receive the unanimous vote of the officers of the regiment for promotion in regular order. Presuming, therefore, that the positions of colonel and lieutenant-colonel have been settled upon as above stated, for the position of major vacated, several candidates are named, the most prominent of whom are Captains Brown and Vose, commanding respectively Companies I and B. Captain Brown is the senior line officer of the regiment. Captain Vose is an officer equal to the position. Let us hope that the officers who may be elected to these positions will offer the regiment some guarantee of their intention to retain the office for at least two years, that the evils resulting from constant changes may be averted.

BATTALION THIRTY-SECOND REGIMENT.—This battalion is rapidly improving in strength and discipline, and even takes the lead in numbers of some of the older and so-called regiments of the National Guard. Major Henry E. Roehr, its efficient commander, has issued an order establishing a board for the examination of the non-commissioned officers of the battalion, said board to hold its sittings every Tuesday evening at the battalion armory, until the examination of all non-commissioned officers is completed, and thereafter at the special order of the chairman of the board. Detail for the board—Captain John Rueger, First Lieutenant L. Finkelmeier, Second Lieutenant Charles Waage. The senior officer will act as chairman, and issue his orders to the commandants of the companies, when their non-commissioned officers are required for examination. The board will make a detailed report to the headquarters as to the efficiency and standing of every non-commissioned officer examined by them. Hereafter non-commissioned officers will not receive their warrants until they have passed examination. This battalion will assemble in fatigue dress, white gloves, and one day's rations, on Saturday, July 24th, at the battalion armory, corner of Ewen and Meserole streets, at 11½ o'clock P. M. (A. M. I), for drill, improvement and field day. The drum-major and drum corps will report to the adjutant at the same time and place.

It will be observed from this order that the major means work, and while other organizations are "lying on its oars" this battalion has been ordered to assemble for drill, etc., in mid-summer.

NINETY-SIXTH REGIMENT.—General Orders No. 4, dated July 15th, orders a parade, fully uniformed and equipped, on Monday, July 26th, for instruction and drill. Companies will assemble at the armory, at 7½ o'clock A. M.; line will be formed on Great Jones street, at 8 o'clock. Field and staff, mounted, will report to the commandant, and the non-commissioned staff, band and drum-corps to the adjutant at the time and place of formation. Union Park, at the foot of Sixty-third street, East River, is designated as parade ground of the regiment for the day; a dress parade will be held immediately after arrival. A regular return, containing the names, grades and residences of absentees from this or any parade or drill hereafter to be ordered, will be made in writing, by the commandants of the several companies, to the adjutant, No. 97 Third avenue, within the ten days next succeeding such parade or drill. Commandants of companies will assemble at the armory on Friday, July 23d, at 8 o'clock P. M., and be prepared to settle up their accounts for tickets. The families of members are invited to visit the park on the above day.

SEVENTY-FIRST REGIMENT.—At an election held Tuesday evening, July 13th, in Company B, Seventy-first Regiment, Major George D. Wolcott, presiding, First Lieutenant T. H. B. Simmons, was unanimously elected to fill the vacancy caused by the resignation of Captain H. H. Everton. First Sergeant N. Woodhull Smith, was unanimously elected first lieutenant, and Sergeant S. Curtis, Jr., was unanimously elected second lieutenant. Sergeant R. S. Orser, was subsequently appointed first sergeant, the position having been made vacant by the promotion of Lieutenant Smith. Major Wolcott, after the election congratulated Company B, on the harmony and unanimity displayed in their selection of officers, and said it augured well for the future welfare and discipline of Company B. This company is the second largest in the regiment, and has always borne an excellent reputation for drill and discipline.

EIGHTH REGIMENT.—The annual excursion of the non-commissioned officers' association of this regiment took place on Tuesday, the 13th inst. The boat and barge left the foot of Thirty-fourth street at 10 o'clock, and proceeded slowly up the North River to Excelsior Grove, a beautiful, cozy nook opposite Yonkers. The Eighth regiment band, under the leadership of O'Brien, played choice operatic airs, and the ladies sang some fine songs, which rang over the waters. The officers of the Eighth were well represented, Colonel Carr being the only prominent one absent. Adjutant Dunn and Lieutenant Miller being unable to start with the party, took the 2½ o'clock train for Yonkers, and, after a pleasant sail across the river, arrived at the grounds just in time to see the company fall in for the return trip. The boat and barge made the Thirty-fourth street landing at 6½ o'clock and Broome street at 7½ o'clock, where they parted, singing "Home, Sweet Home."

Company G of this regiment, Captain Heathcote commanding, have recently had engrossed a set of resolutions complimentary to Lieutenant-Colonel McAfee, of the Twelfth regiment. At the regular meeting, April 7, 1869, when it was unanimously resolved to present this officer some token of appreciation of his kind and volunteer services as its judge in the late competitive drill with Company K of the same regiment, and also for other courteous attentions shown this command. The resolutions are very handsomely framed, and the engrossing of the finest and most elaborate character. The resolutions express the company's high appreciation of the recipient's services, and make him an honorary member of the company. They are now on exhibition at the jewelry store of Messrs. Heathcote & Cohen, No. 7 City Hall square, under French's Hotel, and are well worthy of inspection. The resolutions will be presented on the occasion of the company's target practise, at Karl Park, Morrisania, on the 5th prox.

The summer night's festival of Company K will take place at Central Park Garden on the evening of Wednesday, August 11th.

TRIBUTE OF RESPECT.—The officers and members of the Forty-seventh regiment recently presented Brevet Colonel Wm. J. Irwin, the assistant adjutant-general of the Eleventh brigade, with an elegantly engrossed set of resolutions, handsomely framed, expressing their sympathy in his loss of his wife, who died recently from injuries received on the Long Island Railroad. Colonel Irwin was formerly second in command of the Forty-seventh, and esteemed very highly in the regiment. A furlough will shortly be granted him to enable him to visit Europe to recruit his health, which has broken down since the sad death of Mrs. Irwin.

THIRTEENTH REGIMENT.—Company C of this regiment will hold its first annual picnic on the 10th of August next at Hilsdale Grove, on the Hudson. The steamer *Gladiator* and barge *Rhinebeck* have been chartered for the excursion, and will leave Fulton Ferry, Brooklyn, at 9 o'clock. Lieutenants Nash and Powell have this affair in charge, and there is every reason to anticipate a delightful excursion. The company will attend in citizen's clothes, and therefore military gentlemen attending are not requested to appear in uniform, especially if the day be warm.

TWELFTH REGIMENT.—On the 15th inst. Company D of this regiment celebrated its annual excursion and picnic, at Meyer's Grove, Staten Island. The day opened very unpropitious for out-door festivities; the consequence was that a large number of persons who could otherwise have joined in the excursion failed to put in an appearance. But there are always in large communities those who will not allow even unfriendly weather to interfere with their enjoyments, and this class was well represented on the morning of the

15th inst. So many were these brave ones that there was reason to thank the clerk of the weather, after all; for if all who had tickets had come, the company would probably have been too large for thorough enjoyment. The steamer *Virginia* Seymour and barge *Merchant*, which had been engaged for the excursion, made various landings, at each of which came the usual delays, so that the final starting did not occur until about 10 o'clock. Soon after, the fog which had hung lastly over the waters disappeared, and the sun shone forth with all its brightness; and so the confident excursionists had their reward. The sail to and from Meyer's Grove is dull and uninviting, so far as natural scenery is concerned; the view along the shores, on both sides of the "Kills" and through Staten Island Sound, consisting of flat meadow land on one side, and manufactories on the other. But high expectation made the party forget their present surroundings, and there was no complaint; and, moreover, the constant dancing on board left few intervals for observations of nature. The mercury rose high in the thermometer, but the dancers still kept dancing in tune throughout the entire trip. So hearty and incessant was the enjoyment that one might easily have imagined it a family party, instead of a military excursion. The trip had, too, its amusing side. At about noon the steamer arrived at the grove. Here came the disembarkation; the long, unshaded walk over the springy meadow; the final arrival at the grove; the general scattering of groups for shady spots; the emptying of the contents of well-filled baskets, and the prompt dispatch of their contents, all of which were rendered enjoyable by exuberant, spirited and healthy appetites. If the platform for dancing had not been in an unshaded place, and, moreover, in a dilapidated condition, cotillions and round dances would undoubtedly have followed. As it was, the hours were spent in singing, rambles, swinging, and other rural pleasures, until about 4 o'clock, when the excursionists re-embarked for the city, where they arrived early in the evening. Every one seemed satisfied that the "Blues" had sustained their reputation. Captain Smith and Lieutenant Shaw, assisted by a full corps of committeemen, attended faithfully to the wants of the guests, and to their good management much of the pleasure of the day was due. Colonel Ward, Adjutant Murphy, Captains Imlay, Banta, Herb, Lieutenant Canter, and many other members of the regiment were present.

FIRST REGIMENT CAVALRY.—The first annual reunion of the officers of this regiment took place at Itner's Villa, Tremont, Westchester County, on Wednesday, July 31st. The officers did not all arrive until early in the afternoon, when, after partaking of lunch they proceeded to amuse themselves with a little target practice. Several prizes were offered, and the occasion became one of no little importance, the officers entering into the sport with a zest. Colonel Beattie, of the Third Infantry, and Major O'Shaughnessy, of the Second Infantry, were appointed judges by acclamation. Colonel Brinker, commanding the First Cavalry, had the good fortune to make the best shot, and received the first prize, consisting of a gold medal, offered by the officers of the regiment. After the shooting was over the company sat down to a dinner, which was every way worthy of their excellent host, Lieutenant-Colonel of the regiment (John Itner). After dinner was over, and darkness was gathering around, fireworks were displayed, lighting up the grounds most beautifully. This over, the preliminaries to a hop were commenced, and the dancing soon began in good earnest, and was kept up until a late hour. We noticed among the guests General Shaler and Colonel Fowler, with several others of the staff; General Postley, Colonels Budke, Beattie, Schmale, Major O'Shaughnessy, Captain Striple and others. Those who had the good fortune to be of this party, were fortunate.

SIXTY-NINTH REGIMENT.—By invitation of the Emitt Guards, of New Haven, Conn., Company A of this regiment, Captain Brennan, will go on a pleasure excursion, on Saturday, the 31st inst., accompanied by the full regimental band and drum corps, being their eighteenth anniversary. They will leave at 3:30 o'clock by the steamer *Elm City*, and on their arrival will be received by several military and civic societies, who will escort them to the armory of the Emitt Guard, whose guests they will be while they remain. On Monday they will be reviewed on the New Haven Green by the Governor and city authorities. Great preparations are in progress for their reception. They will return on Monday night by the 11 o'clock boat, and arrive in New York at 5 o'clock Tuesday morning.

SEVENTH REGIMENT.—This regiment left for Saratoga on Wednesday evening, and reached Troy at 5 o'clock on Thursday morning, and was reviewed by General Wool and the Mayor; after which it marched through the principal streets to the Troy House, escorted by the Twenty-fourth regiment, of Albany. Further particulars will be given in our next.

A PORTRAIT OF GENERAL JOURDAN.—Messrs. Braslow & Company, of Brooklyn, have on exhibition at their gallery, Nos. 270 and 272 Fulton street, a fine photograph of Brevet Major-General Jourdan, the Thirtieth regiment's former commander. The photograph, which is of very large size, and taken in about three-quarter profile, is artistically colored in oil, and the likeness in every respect true and striking. The general is in uniform, and the photograph takes in merely the head and shoulders. It is handsomely framed, and is to be hung in the regiment's Board of Officers' room, in accordance with a resolution passed some time since, Lieutenant-Colonel Mason being the receiver.

FIFTY-FIFTH REGIMENT.—Charles Ingebrand, formerly second lieutenant Company D, has organized a ninth company for our regiment, and in about three weeks has received thirty-five men, and still recruiting. He is an able and efficient officer. Recruiting is also very brisk in the other companies, and the colonel is using every means to bring the regiment up to a high standard.

The following elections have been held in the regiment: Peter Heh, first lieutenant Company H, vice Keamm, resigned; Henry Batterbrod, second lieutenant Company H, vice Krause, resigned; Philip Schweinfurth, second lieutenant Company F, vice Huck, resigned.

FIFTY-SIXTH REGIMENT.—On Monday, next an exciting time will occur in this regiment, the occasion being an election to fill the vacant position of major. Captain Clark and Adjutant Bush are the prominent candidates for this place, and the result will tend to show the feelings of the officers as to which of the above-named candidates will best promote the interests of the organization. Captain Clark has the reputation of a good officer. Adjutant Bush is not only a good officer, but has advanced in more ways than one the welfare of the regiment, and his zeal and liberality on numerous occasions must be highly appreciated by his fellow officers. We presume, however, the officers fully understand these matters, and will vote according to the best interests of the regiment. We only hope that the result of the election will tend to harmony and the maintenance of the now excellent standing of the Fifty-sixth.

A CHALLENGE ANSWERED.

New York, July 19, 1869.

To Frank St. Claire, secretary of the Thirty-seventh regiment drum corps.

Sir: The members of our corps having noticed your solicited article in the *ARMY AND NAVY JOURNAL* of the 17th inst. do hereby challenge your corps (*bona fide* members) for a game of base-ball. Time and place to be mutually agreed upon. Respectfully yours,

S. L. GERRARD.
Secretary Drum Corps, Twenty-second Infantry N. G. S. N. Y.
P. O. address, box 32, New York City.

OTHER STATES.

MASSACHUSETTS.—A detachment of twenty men from each company of the First regiment Massachusetts Volunteer Infantry went to Gloucester, July 14th, in the steamer *Escort*, Captain Davidson, and remained there during the day and returned in the evening. They had battalion drill for a couple of hours, after which they dined at the Pavilion Hotel, and then marched through the principal streets and returned in the *Escort*. The men appeared in their new uniform, which is similar to that worn by the New York Seventh regiment, consisting of gray coats with bright buttons, black alashes, gold collar blocks, gray pants with black stripes, and French shako caps, all of which made the men appear to the best possible advantage. The officers of the regiment on duty were Colonel George H. Johnston, Lieutenant-Colonel Alfred N. Proctor, Major John McDonough, Adjutant H. W. Wilson, Quartermaster Albert E. Proctor, Assistant-Surgeon Robert R. White, and Captains N. P. Kemp, George H. Smith, Henry Parkinson, Isaac P. Gragg, P. M. Foss, Wm. Evans, John F. Pray, J. H. Perry, Jos. Pagett and Amos Cummings.

The Independent Corps of Cadets, Lieutenant-Colonel Jeffries, commanding, went into camp on the 13th inst. at Nahant. The Corps left Boston on the forenoon of the 13th inst., in the regular boat, numbering sixty men, and accompanied by Brown's Brigade band. The camp was located on Sunset Hill, looking toward Lynn, about the same ground occupied by the Cadets in several previous encampments. The time, until 8 o'clock, was spent in unpacking baggage and camp equipage, and putting things in shape for the week's duty. Guard mounting took place at 3 o'clock, battalion drill at 5 o'clock, and dress parade at 6 o'clock. The battalion drill was of a fair order, the corps laboring under some disadvantage as to numbers; tattoo at 10½ o'clock; taps at 11 o'clock. Major Abbott was officer of the day.

The second day opened with frequent showers until about 8 o'clock, when the weather cleared up for the day. Guard mounting took place at 7 o'clock; company drill from 10½ until 12 o'clock. In the afternoon, Professor H. T. Bryant, who is a member of the Cadets, tendered an entertainment to the children of Nahant, consisting of an exhibition of ventriloquism, which took place under the large mess-tent. Company drill from 5 to 6 o'clock; dress parade at 6 o'clock. In the evening a hop took place under the tent, at which many ladies were present. Major Abbott was officer of the day.

The third day opened as before, with rain, and the company drill was dispensed with. The weather cleared during the forenoon, and everything was got ready for the review by the Governor, which was to take place in the afternoon. The Governor and staff arrived in the revenue cutter *Hamlin*, about 3½ o'clock, and was received at the wharf by Surgeon B. J. Jeffries, and driven at once to camp and received by Lieutenant-Colonel Jeffries and staff. The usual form of inspection and review was executed with correctness, the marching and wheelings being very good, indeed. The music by Brown's band was splendid. Dress parade at 6 o'clock, a large number of spectators being present. The Governor and party favored the corps with their presence at supper, and returned to the city at 7 o'clock. Major Weld was officer of the day. A target shoot was to have taken place immediately after the review, but was postponed in consequence of the non-arrival of the ammunition.

On the fourth day, guard mounting at 9 o'clock. Company drill dispensed with, owing to the heat. Dinner at 1 o'clock, at which a large number of guests and members of the corps were present, including Brigadier-General Pierson, Second Brigade; Colonel Daniels, Colonel Holmes, post commander of the Cadets, and others. The target practice took place at 4½ o'clock, targets being placed near the water, at about 100 yards distance. There were two targets, one for each wing. The prizes were a gold medal, and a silver one of a very handsome design, having on one side the coat of arms of the corps with the motto "*Monsieur l'Ami*," and the date of organization, and on the other side the motto "*Celer et certus*," with the date "Nahant, July, 1869." Each member fired three shots, the medals being for the best average shots. They were awarded as follows: Gold medal, Sergeant Walter Dabney; silver medal, Corporal George D. Clark. The Cadets were armed with the Spencer breech-loading repeating rifle. The First regiment (Colonel Johnston), and the Cadets, being the only organizations in the State armed with this rifle. Dress parade at 6:30 o'clock. In the evening a hop was given under the mess tent. Lieutenant O. E. Weld officer of the day.

On the fifth day, guard mount at 9 o'clock, inspection immediately afterward. Company drill from 11 to 12 o'clock. Dinner at 1 o'clock. Arrangements were then made to break camp, and the corps marched to the boat at 3½ o'clock, having passed an unusually pleasant week in camp, as it had grown to be almost proverbial "When the Cadets go to camp look out for a rainy week."

The roster of the corps at present is: Commander, Lieutenant-Colonel John Jeffries, Jr.; First Major, Stephen M. Weld; Second Major, Jere Abbott; Surgeon, B. Joy Jeffries; Adjutant, Thomas F. Edmonds; Quartermaster, Charles E. Stevens; Quartermaster-Sergeant, John H. Reed; Sergeant-Major, G. Theodore Clark; Hospita, Steward, Horace Richardson; Lieutenants, W. F. Lawrence, O. E. Weld, F. L. Higginson, C. E. Inckes.

First regiment.—The First regiment, Colonel Johnston, went on an excursion and elementary drill to Gloucester, on the 14th inst. A detachment from each company, consisting of the officers and non-commissioned officers and enough privates to make up twenty men reported at Lewis's Wharf at 9:30 o'clock A. M., and took the steamer *Escort* for Gloucester. The Metropolitan Band accompanied the regiment, and gave some fine music on the trip down. Most of the officers were accompanied by their ladies. Company II was left behind, and was obliged to go down by rail, arriving about the same time as the regiment. The regiment arrived in Gloucester at 12:30 o'clock, and, after a parade through the town, the regiment partook of a dinner at the Pavilion House. After dinner the line of march was taken up for a field some three-quarters of a mile from town, where the regiment was exercised in movements from line in column of companies and divisions, and double column on centre. The drill was very creditable, considering that the several companies of the regiment are scattered, and have no facilities for meeting for battalion drills. Several mistakes were made by officers as well as men, and there is room for improvement in the manual. There is no

doubt, however, that the regiment is fast improving, and bids fair to take the lead in this State. After drilling about an hour and a half the regiment marched back to the wharf, but "nary boat," it having left promptly at 4 o'clock. It was, however, no fault of the boat which was obliged to leave prompt to make connections with other lines for its freight; if there was any blame it lay with the regiment. The regiment then marched to the Eastern Railroad depot, where the depot master furnished some empty freight cars, and the 5:2 o'clock train hitched on to them, and the regiment, in something like "army style," secured transportation to Boston. After their arrival they made a short street parade, and were dismissed in front of the Parker House. The marching through the streets by company front, in single rank formation, was excellent. This is the first appearance of the regiment with all the companies in the new uniform and they made a fine show. The detachment numbered about 25 officers and men.

Fifth regiment.—The Fifth regiment have adopted a dark blue chasseur coat, single-breasted, with three rows of gilt buttons, collar sleeves, and skirt faced with light blue cloth, shoulder knots of blue and white cord; pants of light blue cloth with white cord; hat of shako pattern, with blue and white pompon; white waist-belts and black patent leather equipments. Officers will have the pantaloons cord and shoulder knots of gilt, white leather belts and white and blue fountain plume.

Sixth regiment.—The officers of the Sixth regiment have adopted the following uniform for the regiment: Dark blue dress coats trimmed with buff, light blue pants with worsted cord of buff; shako hat of light blue with blue pompon tipped with white, wings of buff cord. Officers to have dark blue pants and coats trimmed with gold lace.

Third regiment.—The Third regiment have adopted a gray uniform similar to the First regiment, with trimmings of blue cloth instead of black, and only one row of buttons on the breast, the slashes on the breast ending in clover leaves. This regiment calculates to be able to appear in their new uniform at the fall encampment.

Seventh regiment.—The officers and non-commissioned officers of this regiment, Colonel Harrington commanding, accompanied by the regimental drum corps, went to Hull, on the 12th inst., for elementary drill. The detachment numbered 118 men, and left the city at 2 o'clock P. M., and arrived at Hull about 3 o'clock. The various evolutions of the school of the battalion were practised for two hours, when a rest was taken, after which another hour was spent in drill. The several movements were poorly executed, and the drill was evidently much needed. The detachment returned to Boston at 7 o'clock, and, after marching through a few of the principal streets returned to their armory.

New Uniforms.—The Adjutant-General has issued an order relating to the new uniforms now being procured by nearly all the organizations of the State, in which the use of any buttons different from the State pattern, is prohibited.

First Brigade.—It has been decided that the First Brigade will go into camp at Hull on the 10th prox., and orders will be issued immediately to that effect.

The old officers of the Forty-second regiment Massachusetts Volunteer Infantry have formed a regimental association. Colonel Isaac S. Burrell is appointed president, and Sergeant-Major Charles P. Bosson, secretary.

MAINE.—General John M. Brown has been appointed inspector-general of the Maine State Militia.

RHODE ISLAND.—The Providence Veterans have tendered the City Guard an escort on their excursion to Rocky Point.

CONNECTICUT.—It is reported that the fall encampment of the Connecticut National Guard will be by regiments, which is more economical for the State than brigades. The Third regiment, to which the City Guard is attached, will encamp at Norwich early in September.

PENNSYLVANIA.—The First regiment (Gray Reserves), Colonel James W. Latta, left Philadelphia on the 16th inst. for several days' encampment at Cape Island, N. J. On Saturday morning, the 17th inst., the Grays were visited at Camp Upton by President Grant, who reviewed them. In the evening they held a grand reception at Congress Hall. On Sunday afternoon, after a dress parade, they were again reviewed by President Grant, who afterward highly complimented Colonel Latta upon the fine appearance of his command. On Monday evening the Grays gave a grand *soiree militaire* at the Stockton House, which was a complete success, and attended by the elite of Cape May, President Grant being among the guests of the evening. The Grays have had a glorious time during the encampment, and everything has been managed in excellent style. The following is a list of the officers of the command: Colonel, James W. Latta; Lieutenant-Colonel, R. Dale Benson; Major, James D. Keyser; Adjutant, George H. North; Quartermaster, William A. Rollin; Surgeon, William S. Stewart; Assistant Surgeon, James A. Buchanan; Chaplain, Rev. Wallace Radcliff; Sergeant-Major, Harry H. Greff; Quartermaster's Sergeant, Henry L. Elder; Drum-Major, Franklin Babbitt.

MARYLAND.—A correspondent of the *New York Tribune*, in speaking of the grand procession of the Sangerfest Societies at Baltimore on the 12th inst., thus writes of the First division of the State Militia, which occupied the right of the column:

"The head of the column was taken by the German Citizens' Rifle Company, with the usual green feather in their black felt hats. Next followed his Excellency Governor Bowie, of Maryland, a fine-looking, well-built man, inclining to be stout. He was dressed in citizens' clothes, and rode a fine horse, and was surrounded by the members of his staff in full regimentals. Then came nine regiments of the Militia of the State of Maryland, or rather of the City of Baltimore. They presented a good appearance, their arms, accoutrements and uniforms seeming in excellent condition; but their marching and execution of the manual of arms was not equal to the average of our New York National Guard. Their crack regiment, the Fifth, could not make much impression after our New York Seventh, but was evidently a fine organization, under a high state of discipline. The men marched steadily, and were the only regiment that kept the rear rank pretty well closed up. The Fifth turned out about 800 men this morning, but from some reason did not have their own celebrated band, but an inferior one hired for this procession. The Third, Sixth and Seventh regiments were Zouaves. They looked very well, and their uniforms were accurately got up. The Ninth regiment, or Emmet Guard, is an Irish organization, and turned out between 300 and 400 men, one of the strongest regiments in the line, composed of stout young Irishmen.

On the evening of the 19th inst. there was a very pleasant social reunion of the field, staff and line officers of the Third regiment Maryland National Guard, and several invited guests, given in honor of the reorganization of the regiment. There were about forty gentlemen present, and at 9:30 o'clock the company sat down to the tables, which were furnished with all the delicacies of the season. Toasts were responded to by Colonel Wm. Louis Schley, of the Second regiment, who occupied the head of the table; Colonel Clarence Peters, of the Third regiment; Captain Winslow Peters, of Company C of the First Artillery Battalion; Mr. Edward Lovell, the host, and a number of others.

THE CAÑON OF THE COLORADO.

THE news, whether true or false, from Major Powell and his party, who, for more than two years, have been engaged in preliminary arrangements to explore the great cañon of the Colorado, and who hoped, during the present summer, to accomplish it, will add new interest to this important subject. Many may suppose that the results to be obtained will not warrant the labor and expense, not to speak of the dangers to be incurred in exploring the hidden mysteries of this wonderful cañon. But geographical problems of far less interest and importance, have cost the world a far greater expenditure of effort to solve them, and mankind will always both applaud and reward those who increase the sum of human knowledge. To add to that knowledge is the controlling motive that impelled Major Powell to risk everything in order to unveil the mysteries that surround one of the great rivers of the Continent in its course to the sea. Even if it has cost him his life, this will not deter other daring explorers from solving the problem with which the name of Powell is now most honorably and, perhaps, sadly associated. The following is the sum of about all we know of the Colorado River and its unexplored cañon:

It gathers its waters on the western slope of the Rocky Mountains, on the north, from a point opposite the Yellowstone, down through at least nine degrees of latitude to a point opposite the headwaters of the Red River, and drains an equal space along the eastern rim of the Great Salt Lake Basin. The mountains which surround the vast valley which it drains, are the Rocky on the east, the Wind River on the north, and the Wasatch and Uintah on the west; and, as they all rise far up into the regions of perpetual snow, they furnish the water for one of the largest rivers of the Continent. All its principal tributaries, with the exception of the Gila, the Little Colorado, and the San Juan, are gathered into its terrible current before it dashes into what the frontiersmen call the Black Cañon of the Colorado. The river has a tremendous fall to the Gulf of California. At Green River Station, where the Union Pacific Railway crosses the principal tributary of the Colorado, bearing at least as much water as Rock River at Sterling, the elevation above the ocean is about 6,000 feet. In the three or four hundred miles between this place and the entrance of the cañon, the fall is probably not more than a thousand feet. The river runs with a steady current, and the only considerable fall we ever heard of is that in which Major Powell and his party may have lost their lives. At the head of the cañon, the river, according to all accounts, rushes down an awful cataract, worse than that below the bridge at Niagara Falls, and through which old trappers, who have been there, roundly assert no boat or vessel could pass without certain destruction. From this point the cañon is variously estimated at from three to five hundred miles, and, if our estimate as to the descent of the river between the crossing of the railway and the head of the gorge be correct, it must fall some five thousand feet, or about a mile, in its passage through the cañon. Much of the way through the cañon it is known to run with a very sluggish current, and hence there must be many fearful falls before the river reaches the foot of it near Callville.

From all the accounts of those who have seen the cañon at various points, and from the reports of the only two persons who, it is now claimed, ever went through it, it seems to be a huge crack in the earth's crust, about a mile wide, with perpendicular walls, from two to five or six thousand feet above the river, made by some terrible convulsion of nature. The whole country along the cañon is volcanic and utterly destitute of vegetation. Lateral cañons, branching out at right angles, and requiring several days' journey to go round them, render it impossible for parties to follow down the banks of the river, could water be obtained from its terrible current, rushing between its walls nearly a mile below the explorer. Hence, the plan of Major Powell, as detailed to us when here in May last, was to wait at the head of the cañon till the spring floods had passed down, when he hoped to find a narrow plateau along the margin of the river from whence the waters had receded, and along which he could let down his boats over any rapids that might be found in his way. That there are such plateaus along the Columbia and other rivers is well known; but the question of whether they exist along the shore of the river in the cañon of the Colorado, is still in doubt.

Till recently it was supposed that only one man—a Mr. White, now living near Callville, on the Lower Colorado—had ever gone through this cañon. This thrilling narrative is well known. We find in the last number of the *Western Monthly* what seems to be a well-authenticated account of a lad of fifteen years of age, who went down the San Juan and thence down the cañon of the Colorado, by at times lashing himself to a raft. He represents the sand bars at some of the places he was ashore as largely com-

posed of particles of gold—a thing we can readily believe, for gulch-mining is extensively and successfully carried on among the mountains at the headwaters of the Colorado.

Should the report of the loss of Major Powell and his party prove true, that should not stop all efforts to explore the cañon of the Colorado. It is a geographical problem of the highest interest, which future explorers will surely find the means to solve. It cannot be that a great nation will allow one of its largest rivers to remain unexplored through some 400 or 500 miles of the sublimest scenery to be found anywhere on the face of the earth. Southwestern Colorado, above the cañon, is said to be one of the finest pastoral regions upon the Continent, and, when once settled by a hardy, enterprising people, as it will be in a few years, they will be sure to find some means to follow down their noble river to the Gulf of California, and unfold the mysteries of its "Black Cañon."—*Chicago Tribune*.

A JAPANESE EXECUTION.

WHILE we had been making our tour of inspection the doomed culprit had been un-lashed, and dismounted from his horse at the gate. But when set on his feet he was unable to stand, owing to weakness and the constrained and painful position in which he had been kept so long, and his guard were obliged to carry him into the precincts of the prison. Here an ample breakfast had been provided, of which he ate heartily, and with evident enjoyment. After a full half hour it was intimated to him that his presence was expected. With the assistance of an attendant on each side, he walked slowly into the execution-ground, and was placed, kneeling and sitting on his heels (in the universal Japanese posture), behind a small hole dug out for the reception of his head. Some ten yards in front of him, and separated by a rope running across the square, sat the presiding yakonin and the prison authorities, calmly fanning themselves; and beyond these again were the six or eight foreigners who had been admitted.

The prisoner's arms were then pinioned behind his back; but before the cloth was tied over his eyes, he requested that a minute's grace might be allowed him. This being granted, he raised a weak, quivering voice to its highest pitch, and screamed out, "My friends!" Immediately an unearthly chorus of wails answered the poor wretch from his friends outside the walls, none of whom could be seen from the interior. This was followed by "Syonara" (good-by), and by a deeper and more prolonged wail from the crowd outside. The prisoner then signalled to his guards that he was ready, and submitted quietly to the operation of blind-folding; the executioner stepped up, and carefully adjusting the victim's head a little on one side, so as to hang exactly over the hole prepared to receive it, signified that all was ready; the word was given, when, without raising his weapon more than a foot above the neck of the condemned, the executioner brought down his heavy blade with an audible thud which severed the head instantly from the body.

Immediately the head fell, it was seized, carefully washed and cleaned, the procession re-formed as before—except that the horse previously ridden by the deceased now carried the executioner in charge of the lifeless head—and wended its way to a raised mound at the side of the highway a quarter of a mile distant. Here a kind of gallows had been erected, and on this was placed the dead man's head, supported in its position by clay, there to remain for six days, in sight of all passers-by, and a warning to all evil-doers.—*Harper's Magazine*.

SIR Samuel Baker is to undertake a new expedition into Africa, under the commission of the Viceroy of Egypt, for the avowed purpose of destroying the slave trade, and probably also to establish the authority of the Viceroy in a part of his dominions where it is little respected. The slave trade is organized at Khartoum, where it flourishes under the eyes of European consuls and in the presence of European troops. The Viceroy's government has long denounced it, and finally makes a real effort to abolish the crime. Sir Samuel Baker's plan is a bold one—to stop all native trade at Khartoum; to prevent all vessels going southward, except those under special charter; to establish a couple of military posts, and to launch two steamers on the river. This done, he believes that the limit of free traffic upward being fixed at Khartoum, not a single slave boat could descend to make up for the facilities thus taken away, and the social plague of the Nile Basin would rapidly disappear. It is not to be supposed, however, that because he might succeed in this effort, the ports of the Red Sea would remain without supplies for the Persian and Arabian markets, for there are other and inexhaustible sources in the population scattered between the Upper Valley and the coast.

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OFF USHANT.

OUR ship, the stout *Bellerophon*,
Off Rochefort Harbor lay;
We took a passenger on board,
And slowly sailed away.
Seven days and nights, with baffling winds,
We strove to fetch Tor Bay.

The eighth day, with the rising sun,
A morning in July,
French land upon our starboard bow,
We plainly could descry.

When I, a little middy,
(It's fifty years ago),
Came up to take my watch on deck,
Into the early glow.

Magnificently rose the sun
Above the hills of France,
And spread his splendor on the sea
And through the sky's expanse.

Meanwhile upon the poop, alone,
Our passenger stood there,
And view'd the gently gliding land
In clearest morning air—
The cliffs of Ushant, and the slopes
Of shadowy Finisterre.

"Ushant?" he asked, and I replied
"Yes, sire," Whereon he raised
His little pocket telescope,
And gazed, and ever gazed.

For hours and hours, he hardly moved;
And if his eyes grew dim
We never saw it; there he stood,
And none went near to him,

Till, with a faint and fickle wind,
We drew from off the coast,
And in a noontide haze of heat
France faded and was lost.

Napoleon's thoughts in that last look
It were but vain to seek;
Enough he had to think upon
If he had gazed a week.

And sometimes from his rock perhaps,
He saw amid the shine
Of lonely waves, Cape Ushant's ghost.
Far on the dim sea-line.

Harpers' Magazine.

POETRY AT THE MINES.—California gold diggers are, as a rule, liberal, whole-souled fellows; but there is one article in general use among the fraternity, that no miner is willing either to give away or sell, if he happens to be far remote from the source of supply. This precious commodity is PLANTATION BITTERS; the value of which, as a safeguard against malarious fevers and a support and solace under privation and hardship are well understood by every member of that adventurous class. Last fall a miner who was "prospecting" on one of the tributaries of the Mariposa, had a bottle of the elixir (the only one he possessed) stolen from his tent. After having obtained, with some difficulty, a fresh supply from Sacramento, he scrawled the following lines on the lid of the box containing it:

"Who steals my 'dust' steals trash, these yellow diggin's
Afford the means to pay me for such priggins;
But, if I catch them, woe to the mean critters
That rob my tent of PLANTATION BITTERS."

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CLAUDE GUEUX and THE LAST DAY OF A CONDEMNED MAN, Victor Hugo's powerful Pleas in favor of the abolition of Capital Punishment, have just been translated, and Carleton will publish them in one volume next week.

THE KALEIDOSCOPE, a serio-comic Intermittent Periodical, will be started next week by Carleton, Publisher, New York. It will be profusely illustrated, and The Brothers Triplex, who edit it, promise to issue a number every little while.

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OBITUARY.

THE friends in the service who have known Ordnance Sergeant George Schupp will regret to hear of his death at Fort Johnson, N. C., to which place he was removed into the hospital from Fort Caswell, opposite, where he was stationed. He died from disease of the heart, July 15th. About six months ago, he had the first serious attack, from which he so far recovered as to be able to perform his duties although in poor health, until July 7th, when he again came into the hospital. He felt so well a few hours before his death, that he expressed a wish to return to duty again, but at 7 P. M., the evening previous, he lost his speech, which he never recovered, and at midnight he quietly breathed his last, leaving a wife and three children. He was much respected by all who knew him, and faithfully served the Government for a period of nearly sixteen years. He was buried with military honors, Company D, Eighth U. S. Infantry, and officers at Fort Johnson, Smithville, N. C., escorted his remains to their last resting place.

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ANTHRACITE COAL FOR THE NAVY.

NAVY DEPARTMENT, BUREAU OF EQUIPMENT AND RECRUITING, July 16, 1869.

SEALED PROPOSALS for furnishing Anthracite Coal for the Navy, to be delivered during the fiscal year ending 30th June, 1870, will be received at this Bureau until 10 A. M., 13th August, 1869.

These proposals must be endorsed "Proposals for Anthracite Coal for Steamers," that they may be distinguished from other business letters. The offer must be for the delivery of 10,000 tons of 2,240 pounds.

The Coal must be of the best Buck Mountain or Black Heath, or of a kind equal to them in all respects, for the purpose intended, which equality will be determined by a Board appointed by the Secretary of the Navy after the reception of the bids. The name of the Coal proposed to be furnished must be stated in the offer.

The price must be for the Coal delivered at the Philadelphia Navy-yard, or on board of vessels at such points within six miles thereof as may be designated by the Bureau, at the contractor's risk and expense, and without extra charge of any kind. The coal must in all respects be satisfactory to the Inspector or inspectors to be appointed by the Bureau, who will have the right of peremptory rejection.

SEPARATE SEALED PROPOSALS will also be received until the same date for furnishing the following quantities and qualities of Coal at the different Navy-yards during the fiscal year ending June 30, 1870, viz:

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NEW YORK.

150 tons Lehigh, Lump (hand picked).
 75 " " Egg.
 500 " Semi-bituminous, Lump.
 25 " Cumberland, run of mines.
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PHILADELPHIA.

550 tons Lehigh, Lump.
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WASHINGTON.

200 tons Lehigh, Egg.
 2,850 " Cumberland, run of mines.

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1,500 tons Cumberland, run of mines.

Proposals must be for all the coal required at any one Navy-yard, which will constitute a separate class, and the contract will be awarded to the lowest bidder for each class.

The Coal to be of the best quality of the kinds named; to be free from dust and foreign substances, and subject to inspection.

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